Am. B.

3040

(386)

Proceedings

THE

EXECUTIVE DOCUMENTS

OF THE

HOUSE OF REPRESENTATIVES

FOR THE

SECOND SESSION OF THE FORTY-NINTH CONGRESS.

1886-'87

IN TWENTY-EIGHT VOLUMES.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1887.

BIBLIOTHECA
REGIA
MONACENSIS

INDEX TO HOUSE EXECUTIVE DOCUMENTS.

CONTENTS OF VOLUMES.

VOL. 1..FOREIGN RELATIONS: No. 1, pt. 1.
VOL. 2..WAR: No. 1, pt. 2, v. 1.
VOL. 3.. ENGINEERS: No. 1, pt. 2, v. 2, pt. 1.
VOL. 4.. ENGINEERS: No. 1, pt. 2, v. 2, pt. 2.
VOL. 5.. ENGINEERS: No. 1, pt. 2, v. 2, pt. 3.
VOL. 6.. ORDNANCE: No. 1, pt. 2, v. 3, and SIGNAL: No. 1, pt. 2, v. 4.
VOL. 7..NAVY: No. 1, part 3, and POSTMASTER-GENERAL: No. 1, part 4.
VOL. 8..INTERIOR: No. 1, pt. 5, v. 1.
VOL. 9.. No. 1, pt. 5, v. 2.
VOL. 10.. No. 1, pt. 5, v. 3.
VOL. 11.. No. 1, pt. 5, v. 4 and 5.
VOL. 12.. No. 1, pt. 6, DISTRICT OF COLUMBIA.
VOL. 13..FINANCE REPORT: No. 2, pts. 1 and 2.
VOL. 14..Nos. 3 and 4.
VOL. 15..Nos. 5, 20, pt. 3, and No. 89.
VOL. 16..No. 7, pt. 1, Commerce and Navigation.
VOL. 17..No. 7, pt. 2.
VOL. 18..Nos. 6 and 8 to 21, except 20, part 3.
VOL. 19..No. 22 to 27.
VOL. 20..No. 28 to 78, except Nos. 31 and 40.
VOL. 21..No. 31, Tests of Metals, 1886.
VOL. 22..No. 40, Coast and Geodetic Survey, 1886.
VOL. 23..Nos. 79 to 130, except No. 89.
VOL. 24 .Nos. 131 to 180, except 171.
VOL. 25..Nos. 181 to 200.
VOL. 26..No. 171. Commercial Relations, Part 1.
VOL. 27..No 171, Commercial Relations, Part 2.
VOL. 28..No. 201.

INDEX TO THE DOCUMENTS.

Subject.	No.	Vol.
A.		
Accounts adjusted and allowed, estimate of deficiency appropriations for.	168	24
Agriculture, annual report on, for 1887	201	28
Alaska, estimate of deficiency appropriation for protection of seal fisheries in	117	23
Allegheny River, letter of Secretary of War relative to land for dam site at Herr's Island	70	20
Appropriations, annual estimates for	5	15
deficiency estimates for	89	15
Aqueduct Bridge. (*See* District of Columbia.)		
Army:		
Adjutant-General's Department, letter of Secretary of War relative to rank of officers in	86	23
Contingent fund, annual report on expenditures of	34	20
Disbursing officers, annual reports on money accounts of	14	18
Supplies for, annual report on purchases of	36	20
Estimate of deficiency appropriation for officers' mileage	135	24
Army Medical Museum, letter from Secretary of War relative to an annex to	42	20
Aspinwall, Colombia, report of Secretary of State relative to property of American citizens destroyed at	183	25
Attorney-General:		
Estimate for publishing opinions of	178	24
Communications from—		
Annual report	8	18
Court records, relative to filing of	118	23
Department of Justice, relative to appropriations for	15	18
Fox and Wisconsin River, on amount due commissioners on	52	20
report on awards for damages by improvement of	52	20
Jacobs, J. W., estimate to pay claim of	59	20
Johnson, W. W., estimate to pay claim of	60	20
Marshals, relative to deficiency appropriation for expenses of	167	24

Subject.	No.	Vol.
Attorney-General—Continued.		
Communications from—		
Public lands, relative to unlawful inclosure of	166	24
Reform school, District of Columbia, relative to appropriation for	48	20
Winston, Patrick K., estimate to pay claim of	61	20
Witness claims	173	24
Wyoming, relative to fees and mileage in	181	25
Auburn (N. Y.) insane asylum, estimate to pay account of	163	24
Australian International Exposition, report of Secretary of State relative to invitation to participate in	47	20
B.		
Baltimore, Md., estimate of appropriation for improving harbor at	67	20
Bartholdi statue. (*See* Statue of Liberty.)		
Baylor, James R., message of President vetoing bill (H. R. 6825) to pension	140	24
Bennett, Robert K., message of President vetoing bill (H. R. 7698) to pension	143	24
Brazilian mails, report of Postmaster-General on	82	23
Bureau of Engraving and Printing, letter of Secretary of Treasury relative to additional ground for	186	25
estimate of appropriation for sewer	56	20
Bureau of Statistics, report on Commerce and Navigation of the United States ..... Part 1	7	16
report on Internal Commerce ..... Part 2	7	17
Burritt, Lorin, message of President vetoing bill (H. R. 192) to increase pension of	192	27
Bush's Island, Virginia, letter of Secretary of Treasury relative to additional appropriation for light-house at	53	20
C.		
Campbell, Jesse, message of President vetoing bill (H. R. 8150) to pension	144	24
Canals:		
Letter of Secretary of War relative to Portage Lake and Lake Superior Ship-Canal	105	23
Letter of Secretary of War relative to Sturgeon Bay Ship-Canal	106	23
Letter of Secretary of War relative to Portage Lake and Lake Superior Ship-Canal	124	23
Report of Secretary of War on proposed alterations of Louisville and Portland Canal	132	24
Letter of Secretary of War relative to Sturgeon Bay and Lake Michigan Ship-Canal	147	24
Central America, report of commission on commerce of	57	20
Civil Service Commissioners, estimate of additional appropriations for	134	24
Claims:		
Annual report of claims allowed under exhausted appropriations	49	20
Report of Secretary of Treasury on claims allowed under act of July 4, 1864	80	23
Report of Secretary of Treasury on certain claims re-examined	22	19
Report of Secretary of Treasury on claims allowed under exhausted appropriations	180	24
Coast Survey, annual report	40	22
annual report of expenditures	149	24
Coins and Coinage:		
Letter of Secretary of Treasury relative to the issue of subsidiary coin	16	18
Deficiency estimate for recoinage	38	20
Letter of Secretary of Treasury relative to issue and redemption of minor coins	50	20
Letter of Secretary of Treasury relative to laws for parting and refining bullion	96	23
Report of Secretary of Treasury on purchase of bullion and coinage of silver dollars	121	23
Letter of Secretary of Treasury relative to laws for annual assay of coin	189	25

Subject.	No.	Vol.
Coin certificates, deficiency estimate for paper for silver certificates	39	20
Columbia River, letter of Secretary of War relative to survey of The Dalles	107	23
letter of Secretary of War relative to improvement of	170	24
Commerce and navigation, report of Bureau of Statistics on ....Part 1	7	16
letter of Secretary of Treasury relative to signal lights on vessels	154	24
Commissioner of Agriculture, annual report of	201	28
Commissioner of Internal Revenue, annual report of	4	14
Comptroller of the Currency, annual report of	3	14
Congressional Library. (*See* Library of Congress.)		
Consular and diplomatic service, letter of Secretary of State relative to establising legation in Corea	68	20
letter of Secretary of Treasury relative to loss of Government funds by burning of consulate at Iquique, Peru	184	25
Consular reports, annual reports on foreign trade	171	26, 27
Conway, E. J., memorial of	162	24
Copyright, diplomatic correspondence relative to international	37	20
Corea, letter of Secretary of State relative to establishing legation in	68	20
Corr, Patrick, letter of Secretary of War relative to salary of	71	20
Court of Claims, estimate of deficiency appropriation for printing for	108	23
estimate to pay judgments of	133 120	24 23
reports of judgments rendered by	187	25
Courts of United States, letter of Attorney-General relative to filing of records of	118	23
letter of Attorney-General relative to witness claims in Kentucky	173	24
letter of Attorney-General relative to mileage and fees in	181	25
Crab Tree Ledge, Maine, letter of Secretary of Treasury relative to appropriation for light-house at	90	23
Customs duties. (*See* Import Duties.)		
Customs officers, annual report on emoluments of	188	25
D.		
Dawn (steamship), estimate to pay claim of	122	23
Deficiencies. (*See* Appropriations.)		
Department of Justice, letter of Attorney-General relative to appropriations for	15	18
estimate of deficiency appropriation for	146	24
Direct tax of 1861, letter of Secretary of Treasury relative to refund of	159	24
Director of Mint, annual report of, for 1886	200	25
District of Columbia, annual report of the Commissioners ....Part 6	1	12
appropriations for, annual estimates	18	18
Aqueduct Bridge, report of Secretary of War on reconstruction of	128	23
Reform School, letter of Attorney-General relative to appropriations for	48	20
water supply, estimate of appropriation for increasing	12	18
Dull, D. & C. P., report of Secretary of War on claim of	85	23
E.		
Emigration, consular reports on	157	24
England. (*See* Great Britain.)		
Exports, report of Secretary of State on foreign duties on	58	20
F.		
Falconer, A., message of President vetoing bill (H. R. 6443) to pension	137	24
Finances, annual report of Secretary of Treasury on....Parts 1 and 2	2	13

Subject.	No.	Vol.
First Comptroller, annual report of accounts settled with	26	19
Fish and Fisheries, message of President relative to rights of American fishermen in British North American waters	19	18
message of President relative to	153	24
letter of Secretary of Treasury relative to duties on fish	78	23
Foreign customs duties, report of Secretary of State on	58	20
Foreign trade, annual report of consuls on	171	26, 27
Fox and Wisconsin Rivers, report of Attorney-General on awards for damages by improvement of ...Parts 1 and 2..	52	20
report of Secretary of Treasury on court fees in damage cases	115	23
French spoliation claims, estimate of appropriation for continuing investigation of	74	20
G.		
General Land Office, estimates for additional clerical force in	44	20
Geological Survey, estimate for publishing report on geology of Territories	75	20
letter of Secretary of Interior relative to report on employés of	179	24
Gold certificates. (*See* Coin Certificates.)		
Government Printing Office, letter of Secretary of Treasury relative to appropriations for	9	18
Great Britain, message of President and diplomatic correspondence relative to fisheries in North American waters of	19	18
Green and Barren River Navigation Company, report of Secretary of War relative to	111	23
Grigggs, Abraham P., message of President vetoing bill (H. R. 8834) to pension	145	24
H.		
Hart, J., estimate to pay claim of	122	23
Hawaiian Islands, message of President relative to proposed treaty with	130	23
Hennepin Canal. (*See* Illinois and Mississippi Canal.)		
Herr's Island, letter of Secretary of War relative to land for dam site at	70	20
How, John, message of President vetoing bill (H. R. 7648) for relief of	194	25
I.		
Illinois and Mississippi Canal, report of Secretary of War on	79	23
Immigration, consular reports on	157	24
Import duties, annual report of refunds	10	18
report of Secretary of State on import duties of foreign countries	58	20
estimate of appropriation for collecting	93	23
Indian Department, statement of disbursements of appropriations for	6	18
Indian depredation claims, report of Secretary of Interior on	77	20
Indians:		
Kansas, letter of Secretary of Interior relative to appropriations for	29	20
Sitting Bull's band, letter of Secretary of Treasury relative to appropriation for	197	25
Insane, estimate to pay account of New York State Asylum for care of	163	24
Interior Department, plans and estimates for reconstruction of east wing of building	12	18
annual report of Secretary on employés in	100	23
estimate of appropriation to pay detailed force in	103	23
annual report on contingent expenditures	177	24
Internal commerce, report of Bureau of Statistics on ....Part 2..	7	17
Internal Revenue, annual report of Commissioner of	4	14
Internal-revenue taxes, report of Secretary of Treasury on claims for refunds of	21	18

Subject.	No.	Vol.
Internal-revenue taxes, estimate of additional appropriation for collecting	69	20
International copyright. (*See* Copyright.)		
International Prison Congress, message of President relative to sending delegates to	83	23
Iquique, Peru, letter of Secretary of Treasury relative to loss of Government funds at	184	25
Iron and steel, annual report on tests of	31	21
J.		
Jacksonville, Fla., letter of Secretary of Treasury relative to increasing cost of public building at	155	24
Jacobs, J. W., estimate to pay claim of	59	20
Jeannette expedition, report of Lieutenant Schuetze on distribution of testimonials to those who aided survivors of	131	24
Jefferson, Mo., letter of Secretary of Treasury relative to completion of public building at	156	24
Johnson, W. W., estimate to pay claim of	60	20
Jones, Margaret R., message of President vetoing bill (H. R. 10082) to increase pension of	193	25
K.		
Kansas Indians. (*See* Indians.)		
Kentucky, letter of Attorney-General relative to witness, claims in	173	24
Key West, Fla., estimate for additional appropriation for public building at	125	23
L.		
Lake Champlain, letter of Secretary of Treasury relative to lights between North and South Hero Islands	127	23
Lake Superior Ship-Canal. (*See* Portage Lake.)		
Land Office. (*See* General Land Office.)		
Larraway, O. M., letter of Postmaster-General relative to claim of	76	20
Library of Congress, letter of Secretary of Interior relative to payment of jurors for condemning site of	150	24
Lights, letter of Secretary of Treasury relative to additional appropriation for light-house at Bush's Island, Virginia	53	20
estimates for houses for light-house keepers	113	23
letter of Secretary of Treasury relative to appropriation for light-house at Crab Tree Ledge, Maine	90	23
letter of Secretary of Treasury on rebuilding Skillagallee, Lake Michigan	91	23
letter of Secretary of Treasury relative to fog-signal on Spectacle Reef, Lake Michigan	102	23
letter of Secretary of Treasury relative to lights between North and South Hero Islands	127	23
Louisville and Portland Canal, report of Secretary of War on right of way of city of Louisville to drainage in	51	20
report of Secretary of War on proposed alterations of	132	24
Ludington, Mich., letter of Secretary of War relative to harbor of refuge at	87	23
Lynch, W., message of President vetoing bill (H. R. 6132) to pension	138	24
M.		
McCafferty, Charles, report of Secretary of War on claim of	85	23
McRobertson, A., message of President vetoing bill (H. R. 7327) to pension	191	25
Map of United States, estimates for engraving	11	18
Marshals, letters of Attorney-General relative to deficiency appropriation for expenses of	167	24
Medical Museum. (*See* Army Medical Museum.)		

Subject.	No.	Vol.
Mexican boundary, letter of Secretary of Treasury relative to destruction of a monument on	95	23
Mexican war. (*See* War with Mexico.)		
Militia, annual report on	148	24
Military Academy, letter of Secretary of War relative to clerks to officers at	81	23
Minor coins. (*See* Coins and Coinage.)		
Mint, letter of Secretary of Treasury relative to appropriations for	174	24
Mississippi River, letter of Secretary of War relative to improvements at Lake Providence and Pilcher's Point	92	23
report of Commission on Plum Point and Lake Providence Reaches	99	23
Mississippi River Commission, annual report	30	20
financial statement	25	19
letter relative to works of	66	20
Missouri River Commission, annual report of	28	20
Monongahela Navigation Company, report of Secretary of War relative to	112	23
Morhiser, W. H., message of President vetoing bill (H. R. 5887) for relief of	190	25
N.		
Natchez, Miss., estimate for completing road to national cemetry at	185	25
National Board of Health, estimate of deficiency appropriations for	98	23
National cemetries, estimate for completing road to cemetery at Natchez, Miss	185	25
National Home for Disabled Volunteers, annual report of board of managers of	17	18
report on expenditures of	151	24
Naval quarantine hospital, estimate for erecting, at Widow's Island, Maine	54	20
Navy Department, annual report on expenditure of contingent fund	88	23
annual report of Secretary on employés in	101	23
New York (city), estimate for enlarging custom-house at	125	23
New York State Asylum, for Care of Insane, estimate pay account of	163	24
P.		
Pacific Railroads, report of Secretary of Treasury on indebtedness of	104	25
Patent Office Gazette, report of Secretary of Interior relative to photolithographing for	195	25
Pension Bureau, letter of Secretary of Treasury relative to iron plates for building of	41	20
Pensions, estimates of appropriations for Mexican war	109	23
message of President vetoing bill (H. R. 10457) for relief of dependent parents and service pensions to disabled volunteers	158	24
Photographs. (*See* Patent Office Gazette.)		
Plum Point. (*See* Mississippi River.)		
Portage Lake and Lake Superior Ship Canal:		
Letter of Secretary of War relative to	105, 124	23
Portsmouth, Ohio, message of President vetoing bill (H. R. 6976) to erect public building at	196	25
Postmaster-General:		
Communications from—		
Annual report in one volume ..... Part 4	1	7
Annual report on expenditures and business of Post-Office Department ..... Parts 1 and 2	20	18
Brazilian mails, relative to cost of	82	23
Larraway, O. M., relative to claim of	76	20
Offers and contracts for carrying the mails, reports of land and water mails established, allowances made to contractors, all curtailments of expenses effected within the preceding year ..... Part 3	20	15
Post-Office Department, estimate of deficiency appropriations for	182	25

Subject.	No.	Vol.
Precious metals, annual report of the Director of Mint on production of, for 1886	200	25
President of the United States:		
Communications from—		
Annual message and accompanying documents	1	1
Aspinwall, transmitting report relative to property of American citizens destroyed at	183	25
Australian International Exposition, transmitting invitation to participate in	47	20
Consular reports, transmitting	171	26, 27
Emigration, consular reports on	157	24
Fisheries, relative to	19	18
diplomatic correspondence relative to	153	24
Foreign customs duties, transmitting report on	58	20
Hawaiian Islands, relative to proposed treaty with	130	23
International copyright, transmitting diplomatic correspondence relative to	37	20
International Prison Congress, relative to sending delegates to	83	23
Scheutze, W. H., transmitting report relative to Jeannette expedition	131	24
South American Commission, transmitting report of	57	20
Veto—		
Bill (H. R. 6443) to pension A. Falconer	137	24
Bill (H. R. 6132) to pension W. Lynch	138	24
Bill (H. R. 7698) to pension Robert K. Bennett	143	24
Bill (H. R. 7540) to increase pension of Franklin Sweet	142	24
Bill (H. R. 8834) to pension Abraham P. Griggs	145	24
Bill (H. R. 927) to pension Cudbert Stone	139	24
Bill (H. R. 8150) to pension Jesse Campbell	144	24
Bill (H. R. 6832) to pension Catharine Sattler	141	24
Bill (H. R. 6825) to pension James R. Baylor	140	24
Bill (H. R. 10457) for relief of dependent parents and service pensions to disabled soldiers	158	24
Bill (H. R. 10203) for special distribution of seeds in Texas	175	24
Bill (H. R. 10082) to increase pension to Margaret R. Jones	193	25
Bill (H. R. 7327) to pension A. McRobertson	191	25
Bill (H. R. 802) to increase pension of Lorin Burritt	192	25
Bill (H. R. 5887) for relief of W. H. Morhiser	190	25
Bill (H. R. 7648) for relief of John How	194	25
Bill (H. R. 6976) to erect public building at Portsmouth, Ohio	196	25
Prison congress. (*See* International Prison Congress.)		
Public documents, estimate for publishing final report on geological survey of Territories	75	20
annual report on distribution of	176	24
Public buildings, estimate of deficiency appropriation for janitors of	114	23
letter of Secretary of Treasury relative to appropriations for furniture for	172	24
Public lands, annual report of suspended entries of	55	20
letter of Attorney-General on inclosure of	166	24
Q.		
Quartermaster's corral, Washington, D. C., estimate for sewer drainage of	84	23
R.		
Receipts and expenditures, annual report for 1884	110	23
Red River, report of Secretary of War relative to sand bar in	198	25
Reform School, District of Columbia, letter of Attorney-General relative to appropriation for	48	20
Rivers and harbors, statement of unexpended balances of appropriations for	13	18
report of Secretary of War on civilian engineers employed on	126	23
Ruggles, Augustus G., estimate to pay claim of	62	20

Subject.	No.	Vol.
S.		
Sainte Marie River, letter of Secretary of War relative to railroad bridge across	46	20
Saint Mary's Falls Canal, report of Secretary of War, on commerce in 1886, passing through	116	23
Saint Mary's River, Michigan, estimate of appropriation for improving	72	20
Sattler, Catharine, message of President vetoing bill (H. R. 6832) to pension	141	24
Scheutze, William H., report on distribution of testimonials to those who aided survivors of Jeannette expedition	131	24
Seal fisheries, estimate of deficiency appropriation for protection of	117	23
Secretary of the Interior:		
Communications from—		
Annual report of ..... Part 5, vol. 1	1	8
Do ..... Part 5, vol. 2	1	9
Do ..... Geological Survey ..... Part 5, vol. 3	1	10
Do ..... Commissioner Education ..... Part 5, vol. 4	1	11
Do ..... Commissioner of Labor ..... Part 5, vol. 5	1	11
Congressional Library building, relative to paying jurors for condemning site of	150	24
Geological Survey, relative to report on employés of	179	24
Indian depredation claims, report on	77	20
Interior Department, plans and estimates for reconstruction of east wing of building	12	18
annual report on employés in	100	23
Kansas Indians, relative to appropriations for	29	20
Map of United States, estimates for engraving	11	18
Patent Office Gazette, relative to photolithographing for	195	25
Public documents, annual report on distribution of	176	24
Public lands, annual report on suspended entries of	55	20
Secretary of Navy:		
Communications from—		
Annual report of ..... Part 3	1	7
Navy Department, annual report on expenditure of contingent fund	88	23
employés in	101	23
Secretary of State:		
Communications from—		
Aspinwall, relative to property of American citizens destroyed at	183	25
Australian International Exposition, invitation to participate in	47	20
Commercial Relations, annual report on	171	26, 27
Emigration, consular reports on	157	24
Fisheries, diplomatic correspondence relative to	153	24
Foreign customs duties, report on	58	20
Foreign Relations, papers relating to ..... Part 1	1	1
Hawaiian Islands, relative to proposed treaty with	130	23
International copyright, diplomatic correspondence relative to	37	20
International Prison Congress, relative to sending delegates to	83	23
Scheutze, W. H., transmitting report relative to Jeannette expedition	131	24
State Department, annual report of contingent expenditures of	27	19
on employés in	73	20
Secretary of Treasury:		
Communications from—		
Annual report on finances for 1886 ..... Parts 1 and 2	2	13
Accounts adjusted, estimate of deficiency appropriations for	168	24
Alaska, estimate of deficiency appropriation for protection of seal fisheries in	117	23
Appropriations, annual estimates for	5	15
Army officers' mileage, estimate of deficiency appropriation for	135	24
Assay of coin, relative to laws for	189	25
Attorney-General's opinions, estimate for publishing	178	24
Auburn, (N. Y.) Insane Asylum, estimate to pay account of	163	24
Bullion, relative to laws for parting and refining	96	23

Subject.	No.	Vol.
Secretary of Treasury—Continued.		
Communications from—		
Bureau of Engraving and Printing, estimate of appropriation for sewer	56	20
relative to acquiring additional ground for	186	25
Bush's Island, Virginia, relative to appropriation for light-house at.	53	20
Civil Service Commission, estimates for additional appropriations for.	134	24
Claims, annual report of claims allowed under exhausted appropriations	49	20
report on certain, re-examined	22	19
of, allowed under act of July 4, 1864	80	23
list of, claims allowed under exhausted appropriations	180	24
Coast Survey, annual report	40	22
annual report on expenditures	149	24
Corea, relative to establishing legation in	68	20
Court of Claims, estimate of deficiency appropriation for printing for.	108	23
to pay judgments of	120 133	23 24
list of judgments by	187	25
Crab Tree Ledge, relative to appropriation for light-house at	90	23
Customs officers, annual report on emoluments of	188	25
Deficiency estimates for appropriations	89	15
Department of Justice, estimate of deficiency appropriation for	146	24
Direct tax of 1861, relative to refund of	159	24
District of Columbia, annual estimates for appropriations for	18	18
Duties, annual report of refunds	10	18
estimate of appropriation for collecting	93	23
Finances, annual report on Parts 1 and 2	2	13
First Comptroller, annual report of accounts settled with	26	19
Fish, relative to duties on	78	20
Fox and Wisconsin Rivers, accounts for court fees in damages cases.	115	23
French spoliation claims, estimate of appropriation for continuing investigation of	74	20
General Land Office, estimates for additional clerical force in	44	20
Geological Survey, estimate for publishing report of	75	20
Gold and silver coins, deficiency estimate for recoinage of	38	20
Government Printing Office, relative to appropriations for	9	18
Hart, J., estimate to pay claim of	122	23
Interior Department, estimate of appropriation to pay detailed force in	103	23
Internal-revenue taxes, estimate of additional appropriation for collecting	69	20
claims for refunds of	21	18
Iquique, Peru, relative to loss of Government funds at	184	25
Jacksonville, Fla., relative to increasing cost of public building at.	155	24
Jacobs, J. W., estimate to pay claim of	59	20
Jefferson, Mo., relative to completion of public building at	156	24
Johnson, W. W., estimate to pay claim of	60	20
Key West, Fla., estimate for additional appropriation for public building at	125	23
Lake Champlain, relative to lights at North and South Hero Islands.	127	23
Light-house keepers, estimate for houses for	113	23
Mexican boundary, relative to destruction of a monument on	95	23
Mexican war pension, estimate of appropriation for	109	23
Minor coins, relative to issue and redemption of	50	20
Mint, relative to appropriations for	174	24
Natchez, Miss., estimate for completing road to national cemetery at.	185	25
National Board of Health, estimate of deficiency of appropriations for	98	23
Naval hospital, estimate for erecting at Widow's Island, Maine	54	20
New York, estimates for enlarging custom-house at	125	23
Pacific railroads, relative to indebtedness of	104	23
Pension Office buildings, relative to iron plates for	41	20
Post-Office Department, estimate of deficiency appropriations for	182	25

Subject.	No.	Vol.
Secretary of Treasury—Continued.		
Communications from—		
Public buildings, estimate of deficiency appropriation for janitors of.	114	23
relative to appropriation for furniture for	172	24
Quartermaster's corral, Washington, D. C., estimate for sewer drainage of	84	23
Receipts and expenditures, report for 1884	110	23
Ruggles, Augustus G., estimate to pay claim of	62	20
Signal lights, relative to	154	24
Signal Service, deficiency estimates for	45	20
estimates of deficiency appropriation for	119	23
Silver certificates, deficiency estimates for paper for	39	20
Silver coin, relative to issue of subsidiary	16	18
Silver coinage, report on	121	23
Sitting Bull band of Indians, relative to appropriations for	197	25
Skilligallee light-house, on rebuilding	91	23
Soldiers' homes, report on expenditures of	151	24
Smith, S. M. relative to claim of	164	24
Spectacle Reef, relative to fog-signal on	102	23
State Department, estimate of appropriation for books for library of.	97	23
Statue of Liberty, New York, estimate for lighting	136	24
Surgical operations, estimate of appropriation to collect statistics of.	63	20
Sweaney, Charles, relative to claim of	160	24
Toledo, Ohio, estimate for completing custom-house at	152	24
Treasury Department, annual report on contingent expenditures of.	24	19
on employment of substitutes in	169	24
Treasury notes, relative to re-issue of	129	23
Ward, Shipley C., relative to claim of	161	24
Washington water-supply, estimates of appropriations for	123	23
Winston, Patrick K., estimate to pay claim of	61	20
Secretary of War:		
Communications from—		
Annual report of Part 2	1	2
Do Chief of Engineers (Vol. 1) Part 2	1	3
Do Chief of Engineers (Vol. 2) Part 2	1	4
Do Chief of Engineers (Vol. 3) Part 2	1	5
Do Chief of Ordnance Part 2	1	6
Do Chief Signal Officer Part 2	1	6
Adjutant-General's Department, relative to rank of officers in	86	23
Aqueduct Bridge, District of Columbia, on reconstruction of	128	23
Army disbursing officers, annual report on money accounts of	14	18
Army Medical Museum, relative to an annex to	42	20
Army supplies, annual report on purchases of	36	20
Columbia River, relative to the survey of The Dalles	107	23
land for improvement of	170	24
Conway, E. J., memorial of	162	24
Corr, Patrick, relative to salary of	71	20
Dull, D. and C. P., report on claims of	85	23
Green and Barren Navigation Company, relative to	111	23
Hennepin Canal, relative to	79	23
Herr's Island, relative to land for dam site at	70	20
Iron and steel tests, annual report	31	21
Louisville and Portland Canal, relative to right of Louisville to drainage in	51	20
on proposed alterations of	132	24
Ludington, Mich., relative to harbor of refuge at	87	23
McCafferty, C., report on claim of	85	23
Military Academy, relative to clerks of officers at	81	23
Militia, annual report on	148	24
Mississippi River, relative to improvement of, at Lake Providence and Pilcher's Point	92	23
Mississippi River Commission, annual report	30	20
financial statement	25	19
letter from	66	20
Missouri River Commission, annual report	28	20
Monongahela Navigation Company, relative to	112	23

Subject.	No.	Vol.
Secretary of War—Continued.		
Communications from—		
National Homes for Disabled Volunteers, annual report of board of managers	17	18
Portage Lake Canal, relative to	112	23
Portage Lake and Lake Superior Ship-Canal, relative to	124	23
Red River, relative to sand-bar in	198	25
Rivers and harbors, list of civilian engineers employed on	126	23
report on survey of Wisconsin River	65	20
estimate for improving Baltimore Harbor	67	20
estimate for improving Saint Mary's River, Michigan	72	20
Saint Mary's Falls Canal, on commerce of	116	23
Sainte Marie River, relative to railroad bridge across	46	20
Springfield Armory, annual report	35	20
Standard Underground Cable Company, report on claim of	165	24
Sturgeon Bay Ship-Canal, relative to	106	23
Do	147	24
Tennessee River, report on improvement of	23	19
Van Buren, Ark., relative to harbor at	94	23
Vermont, relative to arms issued to	43	20
War Department, annual report on contingent expenditures of	33	20
employés of	32	20
contracts of	64	20
Wisconsin River, report on survey of	65	20
Yaquina Bay, relative to land for improvement of	170	24
Signal Lights (*See* Vessels.)		
Signal Service, deficiency estimates for	45	20
estimates of deficiency appropriations for	119	23
Silver. (*See* Coins and Coinage.)		
Silver Certificates. (*See* Coin Certificates.)		
Shreveport, La, report of Secretary of War relative to sand-bar in Red River at	198	25
Sitting Bull's Band. (*See* Indians.)		
Skilligallee light-house, Letter of Secretary of Treasury on rebuilding	91	23
Smith, S. M., letter of Secretary relative to claim of	164	24
Soldiers' homes. (*See* National homes for Disabled Volunteers.)		
South American Commission, report on	57	20
Spectacle Reef, Lake Huron, letter of Secretary of Treasury relative to fog-signal on	102	23
Springfield Armory, annual report on	35	20
Standard Underground Cable Company, report of Secretary of War on claim of	165	24
State Department, annual report on contingent expenditures of	27	19
employés in	73	20
estimate of appropriation for books for library of	97	23
Statistical Abstract of United States for 1886	199	25
Statue of Liberty, New York Harbor, estimate for lighting	136	24
Stone, Cudbert, message of President vetoing bill (H. R. 927) to pension	139	24
Sturgeon Bay and Lake Michigan Ship Canal	105	23
Do	147	24
Surgical operations, estimate of appropriation to collect statistics on	63	20
Sweaney, Charles, letter of Secretary of Treasury relative to claim of	160	24
Sweet, Franklin, message of President vetoing bill (H. R. 7540) to pension	142	24
T.		
Tariff. (*See* Import Duties.)		
Tennessee River, report of Secretary of War on improvement of	23	19
Texas, message of President vetoing bill (H. R. 10203) for special distribution of seeds in	175	24
Toledo, Ohio, estimate for completing custom-house at	152	24
Treasurer of United States, annual report of accounts settled with First Comptroller	26	19

Subject.	No.	Vol.
Treasury Department, annual report on contingent expenditures of...	24	19
report of Secretary on substitutes employed in..	169	24
Treasury notes, report of Secretary of Treasury on reissue of	129	23
V.		
Van Buren, Ark., letter of Secretary of War on harbor at	94	23
Vermont, letter of Secretary of War relative to arms issued to.....	43	20
Vessels, letter of Secretary of Treasury relative to signal lights on.....	154	24
W.		
War claims. (See Claims.)		
War Department, annual report on employés in.....	32	20
annual reports on contingent expenditures of.....	33, 34	20
annual report on contracts of	64	20
War with Mexico, estimate of appropriation for pension.....	109	23
Ward, Shipley C., letter of Secretary of Treasury relative to claim of ..	161	24
Winston, Patrick K., estimate to pay claim of	61	20
Wisconsin River, report of Secretary of War on survey of.....	65	20
Wyoming, letter of Attorney-General relative to mileage and fees allowed for courts in	181	25
Y.		
Yaquina Bay, letter of Secretary of War relative to improvement of ...	170	24

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 6.

TABULAR STATEMENTS

OF

DISBURSEMENTS

MADE FROM

THE APPROPRIATIONS FOR THE INDIAN DEPARTMENT

FOR THE

FISCAL YEAR ENDING JUNE 30, 1886,

AND OF

THE SALARIES AND INCIDENTAL EXPENSES PAID AT EACH AGENCY IN THE INDIAN SERVICE DURING SAID PERIOD,

SHOWING

THE APPROPRIATIONS FROM WHICH PAID AND THE NUMBER OF INDIANS AT EACH AGENCY.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1886.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, October 23, 1886.

SIR: I have the honor to submit the following statements, called for by section 8 of an act approved March 3, 1875 (18 Stat., 450):

1st. Statement of disbursements made from the several appropriations for the Indian Department for the fiscal year ending June 30, 1886, showing the objects for which made and the balance unexpended of each appropriation.

2d. Statement of the salaries and incidental expenses paid at each agency in the Indian service during the year ending June 30, 1886, showing appropriations from which paid and the number of Indians at each agency.

Respectfully,

A. B. UPSHAW,
Acting Commissioner.

The SECRETARY OF THE INTERIOR.

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of interpreters.	Buildings at agencies, and repairs.	Vaccination of Indians.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*
Grand total	5,578,656 81	74,770 36	10,316 66	22,849 59	29,239 26	295 50
Fulfilling treaties with—						
Apaches, Kiowas, and Comanches	30,000 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes	20,000 00	.....	.....	.....	.....	.....
Chickasaws	3,000 00	.....	.....	.....	.....	.....
Chippewas, Boisé Forte band	14,100 00	.....	.....	.....	.....	.....
Chippewas of the Mississippi	1,000 00	.....	.....	.....	.....	.....
Chippewas, Pillagers, and Lake Winnebagoshish bands	22,666 66	.....	.....	.....	.....	.....
Choctaws	30,032 89	.....	.....	.....	.....	.....
Columbias and Colvilles	1,100 00	.....	.....	.....	.....	.....
Creeks	110,973 30	.....	.....	.....	.....	.....
Crows	30,000 00	.....	.....	.....	.....	.....
Iowas	2,875 00	.....	.....	.....	.....	.....
Kansas	10,000 00	.....	.....	.....	.....	.....
Kickapoos	4,493 24	.....	.....	.....	.....	.....
Miamies of Eel River	1,100 00	.....	.....	.....	.....	.....
Miamies of Kansas	1,768 29	.....	.....	.....	.....	.....
Omahas	10,000 00	.....	.....	.....	.....	.....
Osages	3,456 00	.....	.....	.....	.....	.....
Otoes and Missourias	5,000 00	.....	.....	.....	.....	.....
Pawnees	30,000 00	.....	.....	.....	.....	.....
Poncas	8,000 00	.....	.....	.....	.....	.....
Pottawatomies	20,647 65	.....	.....	.....	.....	.....
Pottawatomies of Huron	400 00	.....	.....	.....	.....	.....
Quapaws	1,000 00	.....	.....	.....	.....	.....
Sacs and Foxes of the Mississippi	51,000 00	.....	.....	.....	.....	.....
Sacs and Foxes of the Missouri	7,870 00	.....	.....	.....	.....	.....
Seminoles	28,500 00	.....	.....	.....	.....	.....
Senecas	3,690 00	.....	.....	.....	.....	.....
Senecas of New York	11,902 50	.....	.....	.....	.....	.....
Shawnees	5,000 00	.....	.....	.....	.....	.....
Eastern Shawnees	1,030 00	.....	.....	.....	.....	.....
Six Nations of New York	4,500 00	.....	.....	.....	.....	.....
Sioux, Yankton tribe	25,000 00	.....	.....	.....	.....	.....
Winnebagoes	44,162 47	.....	.....	.....	.....	.....
Support of (treaties)—						
Apaches, Kiowas, and Comanches, 1886	19,000 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes, 1886	17,500 00	.....	.....	.....	.....	.....
Chippewas of the Mississippi, 1886	4,000 00	.....	.....	.....	.....	.....
Columbias and Colvilles, 1886	6,000 00	.....	.....	.....	.....	.....
Crows, 1886	102,500 00	.....	.....	.....	.....	.....
Klamaths and Modocs, 1886	6,100 00	.....	.....	.....	.....	.....
Molels, 1886	3,000 00	.....	.....	.....	.....	.....
Nez Perces, 1886	3,500 00	.....	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, 1886	46,000 00	.....	.....	.....	.....	.....
Pawnees, 1886	17,300 00	.....	.....	.....	.....	.....
Quapaws, 1886	500 00	.....	.....	.....	.....	.....
Sacs and Foxes of Missouri, 1886	200 00	.....	.....	.....	.....	.....
Shoshones and Bannocks, 1886	25,800 00	.....	.....	.....	.....	.....
Sioux, Yankton tribe, 1886	40,000 00	.....	.....	.....	.....	.....
Sioux of different tribes, including Santee Sioux of Nebraska, 1886	1,597,300 00	.....	.....	.....	45 00	.....
Confederated bands of Utes, 1886	63,740 00	.....	.....	.....	.....	.....
Support of (gratuities)—						
Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas, 1886	375,000 00	.....	.....	.....	.....	.....
Arickarees, Gros Ventres, and Mandans, 1886	40,000 00	.....	.....	.....	.....	.....
Assinaboines in Montana, 1886	30,000 00	.....	.....	.....	.....	.....
Blackfeet, Bloods, and Piegans, 1886	80,000 00	.....	.....	.....	.....	.....
Chippewas of Lake Superior, 1886	10,000 00	.....	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1886.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.

Medicines and medical supplies.	Annuity goods.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employés at agencies.	Pay of temporary employés at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
17,302 54	310,319 00	1,898,150 85	308,392 55	297,214 81	24,598 37	10,401 63	311,480 10	271,988 03	5,385 33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	690 00	534 80	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	3,000 00	.....	.....
20 69	2,075 08	1,649 75	1,327 14	.....	.....	.....	3,498 60	1,339 73	.....
.....	.....	.....	.....	.....	.....	.....	1,000 00	.....	.....
228 54	3,479 27	413 81	1,952 29	.....	.....	.....	10,830 00	2,013 25	70 00
.....	.....	.....	.....	.....	.....	.....	30,032 89	.....	.....
.....	.....	.....	.....	.....	.....	.....	1,100 00	.....	.....
.....	.....	.....	.....	.....	.....	.....	110,973 30	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	1,100 00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	8 229 80	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
328 64	1,241 19	698 05	575 22	.....	.....	.....	.....	1,201 24	.....
.....	.....	.....	.....	.....	.....	.....	985 61	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	452 99	.....	.....	.....	19,638 66	495 00	35 00
.....	.....	.....	.....	.....	.....	.....	394 94	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	35,501 40	.....	.....
.....	.....	.....	1 32	.....	.....	.....	7,862 03	.....	.....
.....	.....	.....	.....	.....	.....	.....	28,500 00	.....	.....
.....	.....	.....	.....	.....	.....	.....	3,102 51	300 00	.....
.....	.....	.....	.....	.....	.....	.....	11,623 50	.....	.....
.....	.....	.....	.....	.....	.....	.....	5,000 00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	3,111 96	.....	.....	.....	.....	.....	968 40	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	24,138 46	.....	.....
.....	9,936 34	.....	.....	.....	.....	.....	.....	4,060 00	.....
.....	10,766 53	.....	.....	.....	.....	.....	.....	5,856 52	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	2,699 18	.....
.....	13,072 94	65,009 25	.....	.....	.....	.....	.....	5,803 23	104 50
.....	.....	.....	2,161 33	.....	.....	.....	.....	1,778 26	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,970 00	.....
.....	8,903 05	23,451 10	4,486 70	.....	.....	.....	.....	6,043 61	42 00
.....	.....	.....	403 79	.....	.....	.....	.....	4,700 41	.....
.....	.....	.....	69 62	.....	.....	.....	.....	300 00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9,355 30	.....	.....	.....	.....	.....	.....	6,418 87	.....
24 27	5,881 37	24,552 82	3,408 67	.....	.....	.....	.....	3,647 60	48 75
3,205 87	181,743 73	1,025,988 65	111,297 62	31,841 70	.....	.....	.....	45,941 71	233 00
575 59	10,905 97	31,726 88	6,775 11	.....	.....	.....	.....	9,504 84	185 50
3,172 27	9,462 76	327,272 35	17,781 46	.....	.....	.....	.....	2,980 00	586 25
293 88	6,524 32	16,865 40	4,755 06	.....	.....	.....	.....	6,036 73	.....
94 61	.....	19,580 05	4,964 16	.....	.....	.....	.....	2,620 00	150 00
283 25	.....	53,984 81	4,042 01	.....	.....	.....	.....	4,353 55	.....
200 78	.....	2,630 99	1,677 60	.....	.....	.....	.....	3,731 67	102 00

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Grand total	979,716 32	69,115 76	11,014 53	8,192 33	7,667 35
Fulfilling treaties with—					
Apaches, Kiowas, and Comanches					
Cheyennes and Arapahoes					
Chickasaws					
Chippewas, Boisé Fort band	1,129 78				
Chippewas of the Mississippi					
Chippewas, Pillagers, and Lake Winnebagoshish bands		295 00			
Choctaws					
Columbias and Colvilles					
Creeks					
Crows					
Iowas	1,638 14				
Kansas					
Kickapoos	1,850 33				
Miamies of Eel River					
Miamies of Kansas					
Omahas					
Osages	1,900 73				
Otoes and Missourias		225 01			
Pawnees					
Poncas					
Pottawatomies		6 33			
Pottawatomies of Huron					
Quapaws	490 11				
Sacs and Foxes of the Mississippi					
Sacs and Foxes of the Missouri					
Seminoles					
Senecas		83 20			
Senecas of New York					
Shawnees					
Eastern Shawnees					
Six Nations of New York					
Sioux, Yankton tribe					
Winnebagoes					
Support of (treaties)—					
Apaches, Kiowas, and Comanches, 1886	900 00	256 37			
Cheyennes and Arapahoes, 1886	600 00				
Chippewas of the Mississippi, 1886	3,591 41				
Columbias and Colvilles, 1886					
Crows, 1886	799 98	321 93			
Klamaths and Modocs, 1886	1,400 00	350 00			
Molels, 1886	2,743 98				
Nez Perces, 1886	1,470 00				
Northern Cheyennes and Arapahoes, 1886	659 54	350 68			460 00
Pawnees, 1886	9,409 02	974 47			
Quapaws					
Sacs and Foxes of Missouri, 1886	120 00				
Shoshones and Bannocks, 1886	775 00	524 10			
Sioux, Yankton tribe, 1886		1,701 58			
Sioux of different tribes, including Santee Sioux of Nebraska, 1886	23,260 16	39,305 70			1,335 00
Confederated bands of Utes, 1886	366 06	9 00			
Support of (gratuities)—					
Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas, 1886		2,861 50			2,125 00
Arickarees, Gros Ventres, and Mandans, 1886	34 38	696 17			
Assinabones in Montana, 1886	27 47	90 00			
Blackfeet, Bloods, and Piegans, 1886	198 98	350 95			
Chippewas of Lake Superior, 1886	19 87	248 36			

* A large portion of this balance will be required to meet outstanding liabilities on account

Department for the fiscal year ending June 30, 1886—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.								Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock for Indians.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
71,967 12	111,653 45	140 00	22,482 80	3,000 00	6,061 09	29,021 21	56,323 28	4,912,736 44	*609,597 09
									30,000 00
					5,171 09			6,395 89	13,604 11
								3,000 00	
								11,040 77	3,059 23
								1,000 00	
	2,853 60							22,135 76	530 90
								30,032 89	
								1,100 00	
								110,973 30	
									30,000 00
								1,638 14	1,236 86
									10,000 00
								1,850 33	2,642 91
								1,100 00	
									1,768 29
								8,229 80	1,770 20
								1,900 73	1,555 27
								4,269 35	730 65
								985 61	29,014 39
									8,000 00
								20,627 98	19 67
								394 94	5 06
								490 11	509 89
								35,501 40	15,498 60
								7,863 35	6 65
								28,500 00	
								3,485 71	204 29
								11,623 50	279 00
								5,000 00	
									1,030 00
								4,080 36	419 64
									25,000 00
								24,138 46	20,024 01
							1,570 00	15,152 71	2,277 29
								17,223 05	276 95
								3,591 41	408 59
								2,699 18	3,300 82
	15,000 00							100,111 83	2,388 17
								5,689 59	410 41
								2,743 98	256 02
								3,440 00	60 00
								44,396 68	1,603 32
								15,487 69	1,812 31
								369 62	130 38
								120 00	80 00
								17,073 27	8,726 73
								29,565 06	434 94
	53,463 04					219 35	10,305 00	1,517,880 53	69,114 47
						115 00	2,822 89	60,163 95	753 16
						6,770 21	778 83	373,011 80	1,209 37
						25 00		35,230 94	4,769 06
								27,526 29	2,473 71
						170 00		63,383 55	16,616 45
		140 00						8,751 27	1,248 73

of the fiscal year ending June 30, 1886, claims on account of which have not yet been settled.

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of interpreters.	Buildings at agencies, and repairs.	Vaccination of Indians.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*
Support of (gratuity)—						
Chippewas of Red Lake and Pembina, 1886	10,000 00	.....	.....	.....	.....	.....
Chippewas, Turtle Mountain band, 1886	5,000 00	.....	.....	.....	.....	.....
Chippewas of White Earth Reservation, 1886	10,000 00	.....	.....	.....	.....	.....
Confederated tribes and bands in Middle Oregon, 1886	6,000 00	.....	.....	.....	.....	.....
D'Wamish and other allied tribes in Washington, 1886	7,000 00	.....	.....	.....	.....	.....
Flatheads, Carlos band, 1886	18,000 00	.....	.....	.....	.....	.....
Flatheads and other confederated tribes, 1886	11,000 00	.....	.....	.....	84 00	.....
Gros Ventres in Montana, 1886	30,000 00	.....	.....	.....	.....	.....
Hualapais in Arizona, 1886	10,883 81	.....	.....	.....	.....	.....
Indians in Arizona and New Mexico, 1886	270,000 00	.....	.....	.....	.....	.....
Indians of Fort Hall Reservation, 1886	17,000 00	.....	.....	.....	.....	.....
Indians of Fort Peck Agency, 1886	90,000 00	.....	.....	.....	.....	.....
Indians of Klamath Agency, 1886	5,000 00	.....	.....	.....	.....	.....
Indians of Lemhi Agency, 1886	15,000 00	.....	.....	.....	.....	.....
Kansas Indians, 1886	2,500 00	.....	.....	.....	.....	.....
Kickapoos, 1886	5,000 00	.....	.....	.....	.....	.....
Makahs, 1886	4,000 00	.....	.....	.....	.....	.....
Menomonees, 1886	4,000 00	.....	.....	.....	.....	.....
Modocs in Indian Territory, 1886	5,000 00	.....	.....	.....	.....	.....
Navajocs, 1886	25,000 00	.....	.....	.....	.....	.....
Nez Percés in Idaho, 1886	7,500 00	.....	.....	.....	.....	.....
Nez Percés of Joseph's band, 1886	18,000 00	.....	.....	.....	.....	.....
Poncas, 1886	26,000 00	.....	.....	.....	.....	.....
Quinaielts and Quillehutes, 1886	4,000 00	.....	.....	.....	.....	.....
Shoshones in Nevada, 1886	8,000 00	.....	.....	.....	.....	.....
Shoshones in Wyoming, 1886	12,000 00	.....	.....	.....	.....	.....
Sioux of Devil's Lake, 1886	8,000 00	.....	.....	.....	.....	.....
Sioux of Lake Traverse, 1886	8,000 00	.....	.....	.....	.....	.....
S'Klallams, 1886	4,000 00	.....	.....	.....	.....	.....
Tonkawas, 1886	3,500 00	.....	.....	.....	.....	.....
Walla Walla, Cayuse, and Umatilla tribes, 1886	6,500 00	.....	.....	.....	.....	.....
Yakamas and other Indians, 1886	15,000 00	.....	.....	.....	.....	.....
Incidental expenses, Indian service in—						
Arizona, 1886	20,000 00	.....	.....	.....	.....	.....
California, 1886	26,000 00	.....	.....	.....	.....	.....
Colorado, 1886	1,500 00	.....	.....	.....	.....	.....
Dakota, 1886	8,000 00	.....	.....	.....	.....	.....
Idaho, 1886	3,800 00	.....	.....	.....	.....	.....
Montana, 1886	5,000 00	.....	440 00	.....	.....	.....
Nevada, 1886	22,000 00	.....	.....	.....	.....	.....
New Mexico, 1886	5,000 00	.....	.....	.....	.....	.....
Oregon, 1886	16,000 00	.....	.....	.....	.....	.....
Utah, 1886	10,000 00	.....	.....	.....	.....	.....
Washington, 1886	16,000 00	.....	.....	.....	.....	.....
Wyoming, 1886	1,000 00	.....	.....	.....	.....	.....
Pay of—						
Farmers, 1886	25,000 00	.....	.....	.....	.....	.....
Indian agents, 1886	91,300 00	74,770 36	.....	.....	.....	.....
Indian police, 1886	83,400 00	.....	.....	.....	.....	.....
Interpreters, 1886	25,000 00	.....	.....	22,849 59	.....	.....
Indian inspectors, 1886	15,000 00	.....	.....	.....	.....	.....
Indian school superintendent, 1886	3,000 00	.....	.....	.....	.....	.....
Buildings at agencies and repairs, 1886	35,000 00	.....	.....	.....	29,110 26	.....
Contingencies Indian Department, 1886	40,000 00	.....	9,876 66	.....	.....	.....
Stock cattle for Indian industrial schools, 1886	25,000 00	.....	.....	.....	.....	.....
School buildings, Forest Grove, Oreg	10,000 00	.....	.....	.....	.....	.....

Department for the fiscal year ending June 30, 1886—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.

Medicines and medical supplies.	Annuity goods.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employés at agencies.	Pay of temporary employés at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
307 48	.....	1,227 34	3,712 52	.....	.....	.....	.....	2,922 70	.....
.....	.....	3,000 00	718 35	.....	.....	.....	.....	900 00	.....
314 61	.....	292 88	3,908 78	.....	.....	.....	.....	2,975 37	50 50
270 98	.....	253 88	2,606 34	.....	.....	.....	.....	2,500 00	28 00
118 71	.....	361 80	2,357 11	.....	.....	.....	.....	3,025 00	.....
90 48	.....	1,355 35	3,431 94	.....	.....	.....	.....	1,800 00	274 00
125 45	.....	1,334 42	3,078 92	.....	.....	.....	.....	3,950 32	327 00
144 14	.....	19,494 91	3,750 89	.....	.....	.....	.....	2,580 00	50 00
.....	.....	5,168 72	.....	.....	.....	.....	.....	.....	.....
726 07	29,251 55	152,662 77	13,994 56	.....	.....	.....	.....	9,904 84	445 50
281 81	.....	13,929 41	2,325 86	.....	.....	.....	.....	.....	.....
169 57	.....	48,387 06	16,285 95	.....	.....	.....	.....	5,682 77	.....
304 50	85 39	583 00	1,465 66	.....	.....	.....	.....	1,600 00	.....
.....	.....	7,191 97	3,912 81	.....	.....	.....	.....	1,915 64	323 75
240 34	22 25	1,049 28	.....	.....	.....	.....	.....	959 90	.....
125 34	.....	1,901 09	712 00	.....	.....	.....	.....	1,384 60	.....
.....	.....	112 50	690 94	.....	.....	.....	.....	757 07	.....
274 16	.....	562 35	501 49	.....	.....	.....	.....	1,599 46	49 25
74 29	.....	1,013 99	1,621 73	.....	.....	.....	.....	998 46	.....
423 63	.....	2,543 38	11,848 46	.....	.....	.....	.....	6,407 12	.....
650 17	.....	268 30	3,479 28	.....	.....	.....	.....	2,670 00	83 33
.....	.....	1,158 65	6,315 23	.....	.....	.....	.....	.....	.....
582 67	.....	214 69	7,338 38	.....	.....	.....	.....	2,617 44	.....
73 48	.....	548 00	696 36	.....	.....	.....	.....	1,556 52	.....
22 96	.....	2,957 44	3,395 80	.....	.....	.....	.....	1,001 85	.....
398 83	.....	10,778 13	499 35	.....	.....	.....	.....	.....	.....
2 18	.....	787 61	2,474 16	.....	.....	.....	.....	3,690 16	.....
14	.....	111 71	2,847 57	.....	.....	.....	.....	3,300 00	.....
130 67	.....	.....	52	.....	.....	.....	.....	1,137 92	.....
.....	.....	1,848 70	726 52	.....	.....	.....	.....	.....	.....
261 29	.....	.....	1,188 98	.....	.....	.....	.....	4,000 00	225 00
258 85	.....	86 94	4,393 60	.....	.....	.....	.....	6,420 65	.....
319 10	.....	4,847 84	5,096 88	.....	.....	.....	.....	7,147 56	.....
617 80	4,500 00	7,230 24	4,872 76	.....	.....	.....	.....	7,676 26	18 00
.....	.....	.....	82 60	.....	.....	.....	.....	.....	30 00
.....	.....	.....	1,755 23	.....	.....	.....	.....	.....	.....
.....	.....	17 82	101 65	.....	.....	.....	.....	2,484 67	.....
7 10	.....	.....	1,614 47	60 72	.....	.....	.....	1,499 95	169 00
199 33	.....	6,050 24	4,491 40	.....	.....	.....	.....	3,738 63	75 00
.....	.....	436 40	1,796 02	.....	.....	.....	.....	1,200 00	.....
253 78	.....	1,254 07	5,842 59	.....	.....	.....	.....	3,945 43	4 50
.....	.....	1,578 64	2,701 57	.....	.....	.....	.....	2,740 65	285 00
636 57	.....	467 81	2,247 86	.....	.....	.....	.....	7,674 06	37 50
.....	.....	.....	309 60	.....	.....	.....	.....	27 00	.....
.....	.....	.....	.....	.....	.....	.....	.....	24,219 12	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
167 67	.....	567 61	532 97	.....	.....	.....	.....	7,572 51	1,353 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Support of (gratuity)—					
Chippewas of Red Lake and Pembina, 1886	19 89	195 00			
Chippewas, Turtle Mountain band, 1886					
Chippewas of White Earth Reservation, 1886		699 00			150 00
Confederated tribes and bands in Middle Oregon, 1886		155 00			
D'Wamish and other allied tribes in Washington, 1886		125 00			
Flatheads, Carlos band, 1886	145 00	1,448 07			
Flatheads and other confederated tribes, 1886	56 21	92 00			
Gros Ventres in Montana, 1886	59 75	30 00			
Hualapais in Arizona, 1886					
Indians in Arizona and New Mexico, 1886	101 13	2,246 34			
Indians of Fort Hall Reservation, 1886					
Indians of Fort Peck Agency, 1886	200 70	1,089 00			
Indians of Klamath Agency, 1886		350 00			
Indians of Lemhi Agency, 1886		101 25			
Kansas Indians, 1886	25 70	149 27			
Kickapoos, 1886		20 00			
Makahs, 1886		1,179 95			
Menomonees, 1886		978 04			
Modocs in Indian Territory, 1886		146 62			
Navajoes, 1886	128 00	1,080 00			447 00
Nez Perécs in Idaho, 1886		285 00			
Nez Percés of Joseph's band, 1886					
Poncas, 1886	7 86	2,235 52			
Quinaielts and Quillehutes, 1886		380 00			125 00
Shoshones in Nevada, 1886		210 00			
Shoshones in Wyoming, 1886					
Sioux of Devil's Lake, 1886		834 02			
Sioux of Lake Traverse, 1886	41 70	1,414 97			
S'Klallams, 1886		510 94			
Tonkawas, 1886					
Walla Walla, Cayuse, and Umatilla tribes, 1886					
Yakamas and other Indians, 1886		126 67			
Incidental expenses Indian service in—					
Arizona, 1886	37 70	639 33	266 90		43 00
California, 1886	1 25	102 00	343 90		188 25
Colorado, 1886			92 25		44 90
Dakota, 1886		42 00	763 59		848 60
Idaho, 1886		82 50	697 20		21 00
Montana, 1886			368 15		150 90
Nevada, 1886		435 25	366 75		106 65
New Mexico, 1886	8 58		1,049 75		110 40
Oregon, 1886		1,643 38	173 71		43 29
Utah, 1886		121 74	643 90		166 38
Washington, 1886	12 00	1,267 50	1,442 54		422 57
Wyoming, 1886	15 00		106 30		80 65
Pay of—					
Farmers, 1886					
Indian agents, 1886					
Indian police, 1886					
Interpreters, 1886					
Indian inspectors, 1886					
Indian school superintendent, 1886					
Buildings at agencies and repairs, 1886					
Contingencies Indian Department, 1886		50 05	4,699 59	8,192 23	798 76
Stock cattle for Indian industrial schools, 1886					
School buildings, Forest Grove, Oreg	10,000 00				

Department for the fiscal year ending June 30, 1886—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.								Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock for Indians.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	8, 384 93	1, 615 07
.....	.....	.....	.....	.....	.....	.....	.....	4, 618 35	381 65
.....	.....	.....	.....	.....	.....	.....	.....	8, 391 14	1, 608 86
.....	.....	.....	.....	.....	.....	.....	.....	5, 814 20	185 80
.....	.....	.....	.....	.....	.....	19 81	.....	6, 007 43	992 57
.....	.....	.....	.....	.....	890 00	.....	.....	9, 434 84	8, 565 16
.....	.....	.....	.....	.....	.....	.....	.....	9, 048 32	1, 951 68
.....	.....	.....	.....	.....	.....	.....	.....	26, 109 69	3, 890 31
.....	.....	.....	.....	.....	.....	.....	.....	5, 168 72	5, 715 09
.....	24, 201 69	.....	.....	.....	.....	150 00	.....	233, 684 45	36, 315 55
.....	.....	.....	.....	.....	.....	.....	.....	16, 537 08	462 92
.....	.....	.....	.....	.....	.....	.....	.....		
.....	.....	.....	.....	.....	.....	.....	1, 709 00	71, 815 05	16, 475 95
.....	.....	.....	.....	.....	.....	.....	.....	4, 388 55	611 45
.....	.....	.....	.....	.....	.....	.....	.....	13, 445 42	1, 554 58
.....	.....	.....	.....	.....	.....	.....	.....	2, 446 74	53 26
.....	.....	.....	.....	.....	.....	.....	.....	4, 143 03	856 97
.....	.....	.....	.....	.....	.....	.....	.....	2, 740 46	1, 259 54
.....	.....	.....	.....	.....	.....	.....	.....	3, 964 75	35 25
.....	.....	.....	.....	.....	.....	.....	.....	3, 855 09	1, 144 91
.....	.....	.....	.....	.....	.....	15 00	843 51	22, 892 59	1, 263 90
.....	.....	.....	.....	.....	.....	.....	.....	7, 436 08	63 92
.....	.....	.....	.....	.....	.....	*9, 116 48	.....	16, 590 36	1, 409 64
.....	12, 689 20	.....	.....	.....	.....	.....	.....	25, 685 76	314 24
.....	.....	.....	.....	.....	.....	5 00	.....	3, 384 36	615 64
.....	.....	.....	.....	.....	.....	.....	.....	7, 588 05	411 95
.....	.....	.....	.....	.....	.....	.....	.....	11, 676 31	323 69
.....	.....	.....	.....	.....	.....	.....	.....	7, 797 13	202 87
.....	.....	.....	.....	.....	.....	.....	.....	7, 716 09	283 91
.....	.....	.....	.....	.....	.....	.....	.....	1, 780 05	2, 219 95
.....	.....	.....	.....	.....	.....	†174 00	.....	2, 749 22	750 78
.....	.....	.....	.....	.....	.....	.....	.....	5, 675 27	824 73
.....	.....	.....	.....	.....	.....	.....	.....	11, 286 71	3, 713 29
.....	825 00	.....	.....	.....	.....	.....	.....	19, 223 31	776 69
.....	.....	.....	.....	.....	.....	46 90	.....	25, 597 36	402 64
.....	.....	.....	.....	.....	.....	467 10	.....	716 85	783 15
.....	.....	.....	.....	.....	.....	266 35	150 00	3, 675 77	4, 184 23
.....	.....	.....	.....	.....	.....	20 90	.....	3, 425 74	374 26
.....	.....	.....	.....	.....	.....	60 96	.....	4, 371 25	628 75
.....	.....	.....	.....	.....	.....	54 25	126 00	15, 517 50	6, 356 50
.....	.....	.....	.....	.....	.....	100 70	104 15	4, 701 85	194 00
.....	.....	.....	.....	.....	.....	43 65	1, 031 50	13, 204 40	1, 764 10
.....	.....	.....	.....	.....	.....	8 00	1, 150 00	8, 245 88	604 12
.....	.....	.....	.....	.....	.....	293 30	.....	14, 501 71	1, 498 29
.....	.....	.....	.....	.....	.....	.....	.....	538 55	461 45
.....	.....	.....	.....	.....	.....	.....	.....	24, 219 12	780 88
.....	.....	.....	.....	.....	.....	.....	2, 160 00	74, 770 36	14, 369 64
71, 967 12	.....	.....	.....	.....	.....	.....	4, 595 69	71, 967 12	6, 837 19
.....	.....	.....	.....	.....	.....	.....	1, 715 59	22, 849 59	434 82
.....	.....	.....	14, 095 18	.....	.....	.....	750 00	14, 095 18	154 82
.....	.....	.....	2, 612 64	.....	.....	.....	.....	2, 612 64	387 36
.....	.....	.....	.....	.....	.....	.....	1, 283 18	29, 110 26	4, 606 56
.....	.....	.....	.....	.....	.....	879 25	729 40	34, 690 30	4, 580 30
.....	2, 620 92	.....	.....	.....	.....	.....	600 00	2, 620 92	21, 779 08
.....	.....	.....	.....	.....	.....	.....	.....	10, 000 00	.....

* Removal of Nez Percés.
† Removal of Tonkawas.

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of interpreters.	Buildings at agencies, and repairs.	Vaccination of Indians.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*
School building and support of school, Santa Fé, N. Mex	25,000 00	.....	.....	.....	.....	.....
Homesteads for Indians	5,000 00	.....	.....	.....	.....	.....
Gratuity to certain Ute Indians	4,000 00	.....	.....	.....	.....	.....
Support of—						
Indian schools, 1886	530,000 00	.....	.....	.....	.....	.....
Indian schools in Alaska, 1886	20,000 00	.....	.....	.....	.....	.....
Indian school near Arkansas City, 1886	34,125 00	.....	.....	.....	.....	.....
Indian school, Carlisle, Pa., 1886	81,000 00	.....	.....	.....	.....	.....
Indian school, Forest Grove, Oreg., 1886	36,500 00	.....	.....	.....	.....	.....
Indian school, Genoa, Nebr., 1886	28,250 00	.....	.....	.....	.....	.....
Indian school, Lawrence, Kans., 1886	66,250 00	.....	.....	.....	.....	.....
Indians at Hampton School, Va., 1886	20,040 00	.....	.....	.....	.....	.....
Indians at Lincoln Institution, Philadelphia, 1886	33,400 00	.....	.....	.....	.....	.....
Indians at St. Ignatius Mission School, Montana, 1886	22,500 00	.....	.....	.....	.....	.....
Indians at schools in States, 1886	83,500 00	.....	.....	.....	.....	.....
Indian school transportation, 1886	28,000 00	.....	.....	.....	.....	.....
Indian school buildings	40,000 00	.....	.....	.....	.....	.....
Telegraphing and purchase of Indian supplies, 1886	35,000 00	.....	.....	.....	.....	.....
Transportation of Indian supplies, 1886	275,000 00	.....	.....	.....	.....	.....
Traveling expenses of Indian inspectors, 1886	6,000 00	.....	.....	.....	.....	.....
Traveling expenses of Indian school superintendent, 1886	1,500 00	.....	.....	.....	.....	.....
Vaccination of Indians, 1886	1,000 00	.....	.....	.....	.....	295 50
Expenses of Indian commissioners, 1886	3,000 00	.....	.....	.....	.....	.....
Investigating Indian depredation claims	10,000 00	.....	.....	.....	.....	.....

Department for the fiscal year endin g June 30, 1886—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.

Medicines and medical supplies.	Annuity goods.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employés at agencies.	Pay of temporary employés at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	4,000 00	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	24,598 37	10,401 63	....	....	....
....	....	....	....	265,312 39	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
School building and support of school, Santa Fé, N. Mex					
Homesteads for Indians					
Gratuity to certain Ute Indians					
Support of—					
Indian schools, 1886	489,848 25				
Indian schools in Alaska, 1886	6,487 50				
Indian school near Arkansas City, 1886	29,702 02				
Indian school, Carlisle, Pa., 1886	80,884 62				
Indian school, Forest Grove, Oreg., 1886	28,588 91				
Indian school, Genoa, Nebr., 1886	26,619 39				
Indian school, Lawrence, Kans., 1886	56,760 78				
Indians at Hampton School, Va., 1886	19,735 39				
Indians at Lincoln Institution, Philadelphia, 1886	32,641 52				
Indians at St. Ignatius Mission School, Montana, 1886	22,500 00				
Indians at schools in States, 1886	68,305 94				
Indian school transportation, 1886	13,396 59				
Indian school buildings	40,000 00				
Telegraphing and purchase of Indian supplies, 1886					
Transportation of Indian supplies, 1886					
Traveling expenses of Indian inspectors, 1886					
Traveling expenses of Indian school superintendent, 1886					
Vaccination of Indians, 1886					
Expenses of Indian commissioners, 1886					
Investigating Indian depredation claims					

Department for the fiscal year ending June 30, 1886—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.								Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock for Indians.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural implements.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	.....	25,000 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,000 00
.....	.....	.....	.....	.....	.....	.....	.....	4,000 00	.....
.....	.....	.....	.....	.....	.....	.....	15,282 10	489,848 25	24,869 65
.....	.....	.....	.....	.....	.....	.....	.....	6,487 50	13,512 50
.....	.....	.....	.....	.....	.....	.....	.....	29,702 02	4,422 98
.....	.....	.....	.....	.....	.....	.....	.....	80,884 62	115 38
.....	.....	.....	.....	.....	.....	.....	7,539 50	28,588 91	371 59
.....	.....	.....	.....	.....	.....	.....	1,086 94	26,619 39	543 67
.....	.....	.....	.....	.....	.....	.....	.....	56,760 78	9,489 22
.....	.....	.....	.....	.....	.....	.....	.....	19,735 39	304 61
.....	.....	.....	.....	.....	.....	.....	.....	32,641 52	758 48
.....	.....	.....	.....	.....	.....	.....	.....	22,500 00	.....
.....	.....	.....	.....	.....	.....	.....	.....	68,305 94	15,194 06
.....	.....	.....	.....	.....	.....	.....	.....	13,396 59	14,603 41
.....	.....	.....	.....	.....	.....	.....	.....	40,000 00	.....
.....	.....	.....	.....	.....	.....	.....	.....	35,000 00	.....
.....	.....	.....	.....	.....	.....	.....	.....	265,312 39	9,687 61
.....	.....	.....	5,590 88	.....	.....	.....	.....	5,590 88	409 12
.....	.....	.....	184 10	.....	.....	.....	.....	184 10	1,315 90
.....	.....	.....	.....	.....	.....	.....	.....	295 50	704 50
.....	.....	.....	.....	3,000 00	.....	.....	.....	3,000 00	.....
.....	.....	.....	.....	.....	.....	10,000 00	.....	10,000 00	.....

Statement of the salaries and incidental expenses paid at each agency in the Indian service number of Indians

Names of agencies.	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employés and incidental expenses of agencies have been paid.
Grand total			
Blackfeet	Montana	2,000	Incidental expenses Indian service in Montana, 1886.
			Support of Blackfeet, Bloods, and Piegans, 1886.
Cheyenne and Arapaho	Indian Territory	3,434	Contingencies Indian Department, 1886
			Support of Cheyennes and Arapahoes, 1886
			Support of Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas, 1886.
Cheyenne River	Dakota	2,807	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Colorado River	Arizona	2,527	Incidental expenses Indian service in Arizona, 1886.
Crow	Montana	3,226	Incidental expenses Indian service in Montana, 1886.
			Support of Crows, 1886
			Support of Northern Cheyennes and Arapahoes, 1886.
Colville	Washington Territory.	3,150	Incidental expenses Indian service in Washington, 1886.
			Support of Columbias and Colvilles, 1886
Crow Creek and Lower Brulé.	Dakota	2,269	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Devil's Lake	Dakota	2,182	Incidental expenses Indian service in Dakota, 1886.
			Support of Chipp's Turtle Mountain band, 1886.
			Support of Sioux of Devil's Lake, 1886
Eastern Cherokee	North Carolina	3,000	Contingencies Indian Department, 1886
Fort Belknap	Montana	1,650	Support of Assinaboines in Montana, 1886
			Support of Gros Ventres in Montana, 1886
Fort Berthold	Dakota	1,322	Incidental expenses Indian service in Dakota, 1886.
			Support of Arickarees, Gros Ventres, and Mandans, 1886.
Fort Peck	Montana	2,917	Support of Indians of Fort Peck Agency, 1886
Fort Hall	Idaho	1,444	Incidental expenses Indian service in Idaho, 1886
			Support of Shoshones and Bannocks, 1886
Flathead	Montana	2,280	Incidental expenses Indian service in Montana, 1886.
			Support of Flatheads and other confederated tribes, 1886.
			Support of Flatheads, Carlos band, 1886
Grande Ronde	Oregon	510	Incidental expenses Indian service in Oregon, 1886.
Green Bay	Wisconsin	3,000	Contingencies Indian Department, 1886
			Support of Menomonees, 1886
Hoopa Valley	California	442	Incidental expenses Indian service in California, 1886.
Kiowa, Comanche, and Wichita.	Indian Territory	4,182	Contingencies Indian Department, 1886
			Support of Apaches, Kiowas, and Comanches, 1886.
			Support of Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas, 1886.
Klamath	Oregon	972	Incidental expenses Indian service in Oregon, 1886.
			Support of Indians of Klamath Agency, 1886
			Support of Klamaths and Modocs, 1886
La Pointe	Wisconsin	3,796	Contingencies Indian Department, 1886
			Buildings at agencies and repairs, 1886
			Support of Chippewas of Lake Superior, 1886
			Fulfilling treaty with Chippewas, Boise Forte band.
Lemhi	Idaho	557	Incidental expenses Indian service in Idaho, 1886
			Support of Indians of Lemhi Agency, 1886
Mackinac	Michigan	7,313	Contingencies Indian Department, 1886
			Buildings at agencies and repairs, 1886
			Support of Chippewas of Lake Superior, 1886
Mescalero	New Mexico	1,202	Incidental expenses Indian service in New Mexico, 1886.
			Support of Indians in Arizona and New Mexico, 1886.

during the year ending June 30, 1886, *showing the appropriations from which paid and the at each agency.*

INCIDENTAL EXPENSES.				Total of incidental expenses.	PAY OF EMPLOYÉS.		Total pay of employés.
Traveling expenses of agents.	Office rent, fuel, light, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
$9,582 11	$3,243 87	$392 74	$1,555 15	$14,773 87	$255,441 78	$4,662 84	$260,104 62
16 80	.....	.....	27 00	43 80	.....	.....	.....
.....	.....	.....	.....	.....	4,353 55	.....	4,353 55
43 60	.....	.....	61 55	.....	600 00	.....	.....
.....	.....	.....	.....	.....	5,856 52	.....	.....
.....	150 00	.....	.....	255 15	2,520 10	586 25	9,562 87
104 10	.....	.....	53 00	157 10	.....	.....	.....
.....	.....	.....	.....	.....	6,975 33	65 00	7,040 33
50 00	.....	.....	.....	50 00	3,000 00	.....	3,000 00
126 25	.....	.....	56 40	182 65	1,499 95	.....	.....
.....	.....	.....	.....	.....	5,803 43	104 50	.....
.....	.....	.....	.....	.....	916 64	.....	8,324 52
663 34	.....	.....	85 37	748 71	4,849 06	.....	.....
.....	.....	.....	.....	.....	2,249 18	.....	7,098 24
47 00	.....	.....	4 05	51 05	.....	.....	.....
.....	.....	.....	.....	.....	9,165 67	.....	9,165 67
116 45	.....	.....	15 00	131 45	.....	.....	.....
.....	.....	.....	.....	.....	900 00	.....	.....
.....	.....	.....	.....	.....	3,699 16	.....	4,599 16
120 70	8 66	.....	.....	129 36	.....	.....	.....
.....	.....	.....	.....	.....	2,620 00	150 00	.....
.....	.....	.....	.....	.....	2,580 00	50 00	5,400 00
143 15	.....	.....	3 25	146 40	.....	.....	.....
.....	.....	.....	.....	.....	6,036 73	.....	6,036 73
.....	.....	.....	.....	.....	5,682 77	.....	5,682 77
66 25	.....	.....	7 00	73 25	959 20	.....	.....
.....	.....	.....	.....	.....	3,205 32	.....	4,164 52
229 40	.....	.....	.....	229 40	.....	50 00	.....
.....	.....	.....	.....	.....	3,950 32	327 00	.....
.....	.....	.....	.....	.....	1,800 00	274 00	6,401 32
10 00	.....	.....	8 00	18 00	1,670 43	4 50	1,674 93
132 30	.....	145 24	10 75	288 29	.....	36 00	.....
.....	.....	.....	.....	.....	1,599 46	49 25	1,684 71
.....	.....	.....	.....	.....	3,326 86	.....	3,326 86
47 00	.....	.....	.....	.....	600 00	.....	.....
.....	.....	.....	.....	.....	4,060 00	.....	.....
.....	.....	.....	20 00	67 00	460 00	.....	5,120 00
27 96	.....	.....	.....	27 96	.....	.....	.....
.....	.....	.....	.....	.....	1,600 00	.....	.....
.....	.....	.....	.....	.....	1,778 26	.....	3,378 26
1,123 40	80 00	.....	47 61	.....	.....	72 00	.....
.....	600 00	.....	.....	1,851 01	.....	.....	.....
.....	.....	.....	.....	.....	3,031 67	102 00	.....
.....	.....	.....	.....	.....	1,339 73	.....	4,545 40
168 50	.....	.....	14 00	182 50	1,525 47	.....	.....
.....	.....	.....	.....	.....	1,915 64	323 75	3,764 86
356 00	38 50	.....	32 30	.....	360 00	38 00	.....
.....	299 99	.....	.....	726 79	.....	.....	.....
.....	.....	.....	.....	.....	700 00	.....	1,098 00
93 60	.....	.....	1 50	95 10	.....	.....	.....
.....	.....	.....	.....	.....	5,024 97	162 50	5,187 47

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies.	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employés and incidental expenses of agencies have been paid.
Mission	California	3,096	Incidental expenses Indian service in California, 1886.
			Buildings at agencies and repairs, 1886
Nevada	Nevada	4,558	Incidental expenses Indian service in Nevada, 1886.
Navajo	New Mexico	19,277	Incidental expenses Indian service in New Mexico, 1886.
			Support of Navajoes, 1886
New York	New York	4,963	Contingencies Indian Department, 1886
			Buildings at agencies and repairs, 1886
Nez Percé	Idaho	1,460	Incidental expenses Indian service in Idaho, 1886
			Support of Nez Percés, 1886
			Support of Nez Percés in Idaho, 1886
Nisqually and S'Kokomish.	Washington Territory.	1,557	Incidental expenses Indian service in Washington, 1886.
			Support of S'Klallams, 1886
Neah Bay	....do		Incidental expenses Indian service in Washington, 1886.
			Support of Makahs, 1886
Omaha and Winnebago	Nebraska	2,382	Contingencies Indian Department, 1886
			Fulfilling treaty with Omahas
			Fulfilling treaty with Winnebagoes
Osage and Kaw	Indian Territory	1,905	Contingencies Indian Department, 1886
			Support of Kansas Indians, 1886
Ouray	Utah	1,252	Incidental expenses Indian service in Utah, 1886
			Support of confederated bands of Utes, 1886
Pima	Arizona	12,050	Incidental expenses Indian service in Arizona, 1886.
Pine Ridge	Dakota	4,428	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Ponca, Pawnee, Otoe, and Oakland.	Indian Territory	1,968	Contingencies Indian Department, 1886
			Support of Poncas, 1886
			Support of Pawnees, 1886
			Fulfilling treaty with Otoes and Missourias
			Fulfilling treaty with Poncas
Pottawatomie and Great Nemaha.	Kansas	1,007	Contingencies Indian Department, 1886
			Fulfilling treaty with Pottawatomies
			Fulfilling treaty with Kickapoos
			Fulfilling treaty with Iowas
Pueblo	New Mexico	7,762	Incidental expenses Indian service in New Mexico, 1886.
			Buildings at agencies and repairs, 1886
Quinaielt	Washington Territory.	423	Incidental expenses Indian service in Washington, 1886.
			Support of Quinaielts and Quillehutes, 1886
Quapaw	Indian Territory	1,049	Contingencies Indian Department, 1886
			Fulfilling treaty with Eastern Shawnees
			Support of Quapaws, 1886
			Support of Modocs in the Indian Territory, 1886.
			Fulfilling treaty with Senecas
Rosebud	Dakota	8,291	Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Round Valley	California	610	Incidental expenses Indian service in California, 1886.
Sac and Fox	Indian Territory	2,261	Contingencies Indian Department, 1886
			Support of Kickapoos
			Fulfilling treaty with Sacs and Foxes of the Mississippi.
Sac and Fox	Iowa	380	Contingencies Indian Department, 1886
			Fulfilling treaty with Sacs and Foxes of the Mississippi.
San Carlos	Arizona	4,977	Incidental expenses Indian service in New Mexico, 1886.
			Support of Indians in Arizona and New Mexico, 1886.
Santee	Nebraska	1,312	Contingencies Indian Department, 1886
			Support of Poncas, 1886
			Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Shoshone	Wyoming	1,800	Incidental expenses Indian service in Wyoming, 1886.
			Support of Northern Cheyennes and Arapahoes, 1886.
			Support of Shoshones and Bannocks, 1886

the Indian service during the year ending June 30, 1886, *&c.*—Continued.

INCIDENTAL EXPENSES.				Total of incidental expenses.	PAY OF EMPOYÉS.		Total pay of employés.
Traveling expenses of agents.	Office rent, fuel, light, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
$209 90	$25 00	$50 00	$91 75	.....	$1,000 00	.....	$1,000 00
.....	420 00	.....	.....	$796 65	.....	.....	.....
339 25	.....	.....	100 15	439 40	3,738 63	$75 00	3,813 63
234 80	.....	.....	15 00	.....	.....	.....	.....
.....	.....	.....	147 00	386 80	6,407 12	.....	6,407 12
123 80	17 50	.....	2 50	.....	600 00	30 00	630 00
.....	40 00	.....	.....	183 80	.....	.....	.....
91 50	.....	.....	.....	91 50	.....	.....	.....
.....	.....	.....	.....	.....	1,200 00	.....	.....
.....	.....	.....	.....	.....	1,935 00	83 33	3,218 33
182 10	.....	.....	105 80	287 90	2,575 00	28 50	.....
.....	.....	.....	.....	.....	1,137 92	.....	3,741 42
304 00	.....	.....	.....	304 00	.....	9 00	.....
.....	.....	.....	.....	.....	757 07	.....	766 07
24 00	.....	.....	1 00	25 00	.....	.....	.....
.....	.....	.....	.....	.....	450 00	.....	.....
.....	.....	.....	.....	.....	2,475 00	.....	2,925 00
67 55	.....	.....	.....	10 50	78 05	.....	.....
.....	.....	.....	.....	.....	959 90	.....	959 90
370 55	.....	.....	161 63	532 18	1,456 52	242 00	.....
.....	.....	.....	.....	.....	3,014 92	.....	4,713 44
200 40	.....	.....	41 50	241 90	4,147 56	.....	4,147 56
123 00	.....	.....	11 50	134 50	.....	.....	.....
.....	.....	.....	.....	.....	9,788 24	100 00	9,888 24
161 25	.....	.....	10 25	171 50	719 91	.....	.....
.....	.....	.....	.....	.....	2,147 44	.....	.....
.....	.....	.....	.....	.....	4,700 41	.....	.....
.....	.....	.....	.....	.....	1,201 24	.....	.....
.....	.....	.....	.....	.....	840 00	.....	9,609 00
272 64	40 00	.....	.....	312 64	.....	.....	.....
.....	.....	.....	.....	.....	495 00	35 00	.....
.....	.....	.....	.....	.....	769 70	.....	.....
.....	.....	.....	.....	.....	573 89	.....	1,873 59
563 30	61 55	.....	2 40	.....	1,200 00	.....	1,200 00
.....	451 08	.....	.....	1,078 33	.....	.....	.....
12 50	.....	.....	.....	12 50	.....	.....	.....
.....	.....	.....	.....	.....	1,556 52	.....	1,556 52
65 68	37 50	.....	36 00	139 18	2,000 00	.....	.....
.....	.....	.....	.....	.....	300 00	.....	.....
.....	.....	.....	.....	.....	300 00	.....	.....
.....	.....	.....	.....	.....	998 46	.....	.....
.....	.....	.....	.....	.....	300 00	.....	3,898 46
.....	.....	.....	.....	.....	8,409 00	68 00	8,477 00
62 25	.....	.....	17 00	79 25	2,479 40	.....	2,479 40
102 30	37 50	.....	.....	139 80	.....	.....	.....
.....	.....	.....	.....	.....	1,384 60	.....	.....
.....	.....	.....	.....	.....	2,713 86	.....	4,098 46
.....	.....	.....	4 00	4 00	.....	.....	.....
.....	.....	.....	.....	.....	275 00	.....	275 00
16 50	.....	.....	1 50	18 00	.....	.....	.....
.....	.....	.....	.....	.....	4,879 89	283 00	5,162 89
145 30	.....	.....	.....	145 30	.....	.....	.....
.....	.....	.....	.....	.....	470 00	.....	.....
.....	.....	.....	.....	.....	3,403 47	.....	3,873 47
106 30	60 00	.....	20 65	186 95	27 00	.....	.....
.....	.....	.....	.....	.....	3,639 47	42 00	.....
.....	.....	.....	.....	.....	3,213 55	.....	6,922 02

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies.	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employés and incidental expenses of agencies have been paid.
Siletz	Oregon	612	Incidental expenses Indian service in Oregon, 1886.
Sisseton	Dakota	1,484	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux of Lake Traverse, 1886
Southern Ute	Colorado	978	Incidental expenses Indian service in Colorado, 1886.
			Support of confederated bands of Utes, 1886
Standing Rock	Dakota	4,450	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1886.
Tongue River	Montana	795	Incidental expenses Indian service in Montana, 1886.
			Support of Northern Cheyennes and Arapahoes, 1886.
Tulalip	Washington Territory.	1,223	Incidental expenses Indian service in Washington, 1886.
			Support of D'Wamish and other allied tribes in Washington, 1886.
Tulé River	California	681	Incidental expenses Indian service in California, 1886.
Uintah	Utah	1,056	Incidental expenses Indian service in Utah, 1886.
			Support of confederated bands of Utes, 1886
Umatilla	Oregon	894	Incidental expenses Indian service in Oregon, 1886.
			Support of Walla Walla, Cayuse, and Umatilla tribes, 1886.
Union	Indian Territory	61,000	Contingencies Indian Department, 1886
			Buildings at agencies and repairs, 1886
Warm Springs	Oregon	859	Incidental expenses Indian service in Oregon, 1886.
			Support of confederated tribes and bands in Middle Oregon, 1886.
Western Shoshone	Nevada	380	Incidental expenses Indian service in Nevada, 1886
			Support of Shoshones in Nevada, 1886
White Earth	Minnesota	6,018	Contingencies Indian Department, 1886
			Support of Chippewas of White Earth Reservation, 1886.
			Support of Chippewas of Red Lake and Pembina, 1886.
			Fulfilling treaty with Chippewas, Pillagers, and Lake Winnebagoshish bands.
Yakama	Washington Territory.	2,000	Incidental expenses Indian service in Washington, 1886.
			Support of Yakamas and other Indians, 1886
Yankton	Dakota	1,776	Incidental expenses Indian service in Dakota, 1886.
			Support of Sioux, Yankton tribe, 1886
			Fulfilling treaty with Sioux, Yankton tribe

the Indian service during the year ending June 30, 1886, *&c.*—Continued.

INCIDENTAL EXPENSES.				Total of incidental expenses.	PAY OF EMPLOYÉS.		Total pay of employés.
Traveling expenses of agents.	Office rent, fuel, light, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
$67 61	.....	.....	$23 79	$91 40	$2,275 00	.....	$2,275 00
81 61	.....	.....	6 90	88 51	.....	.....	.....
.....	.....	.....	.....	.....	3,300 00	.....	3,300 00
46 25	.....	.....	44 90	91 15	.....	$30 00	.....
.....	.....	.....	.....	.....	3,915 14	185 50	4,130 64
95 05	.....	.....	.....	95 05	.....	.....	.....
.....	.....	.....	.....	.....	8,200 00	.....	8,200 00
142 60	.....	.....	67 50	210 10	.....	.....	.....
.....	.....	.....	.....	.....	1,487 50	.....	1,487 50
103 00	$25 00	.....	5 40	133 40	250 00	.....	.....
.....	.....	.....	.....	.....	3,025 00	.....	3,275 00
71 75	.....	.....	4 50	76 25	870 00	18 00	888 00
273 65	3 25	.....	1 50	278 40	1,284 13	43 00	.....
.....	.....	.....	.....	.....	2,574 88	.....	3,902 01
20 64	.....	.....	8 00	28 64	.....	.....	.....
.....	.....	.....	.....	.....	4,000 00	225 00	4,225 00
448 15	87 00	.....	127 35	.....	1,392 60	529 00	.....
.....	262 34	.....	.....	874 84	.....	.....	1,921 60
47 50	.....	.....	3 00	50 50	.....	.....	.....
.....	.....	.....	.....	.....	2,500 00	28 00	2,528 00
27 50	.....	.....	6 50	34 00	.....	.....	.....
.....	.....	.....	.....	.....	1,001 85	.....	1,001 85
471 58	.....	.....	8 75	480 33	1,300 00	.....	.....
.....	.....	.....	.....	.....	2,975 37	.....	.....
.....	.....	.....	.....	.....	2,922 70	.....	.....
.....	.....	.....	.....	.....	2,013 25	70 00	9,281 32
177 60	.....	.....	11 75	189 35	.....	.....	.....
.....	.....	.....	.....	.....	6,420 65	.....	6,420 65
42 95	549 00	$197 50	8 40	797 85	.....	.....	.....
.....	.....	.....	.....	.....	3,647 60	48 75	.....
.....	.....	.....	.....	.....	1,230 00	95 01	5,021 36

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 8.

ANNUAL REPORT

OF THE

ATTORNEY-GENERAL

OF THE

UNITED STATES

FOR

THE YEAR 1886.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1886.

H. Ex. 18——3

LETTER

FROM

THE ATTORNEY-GENERAL,

TRANSMITTING

His Annual Report for the year 1886.

DECEMBER 6, 1886.—Referred to the Committee of the Whole on the state of the Union and ordered to be printed.

DEPARTMENT OF JUSTICE,
Washington, December 3, 1886.

SIR: I have the honor to transmit herewith my annual report for the year 1886.

Very respectfully, your obedient servant,

A. H. GARLAND,
Attorney-General.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

REPORT

OF

THE ATTORNEY-GENERAL.

DEPARTMENT OF JUSTICE,
Washington, D. C., December 1, 1886.

To the Senate and House of Representatives
of the United States in Congress assembled:

In compliance with the law the following report of the business of the Department of Justice during the fiscal year ending June 30, 1886, together with statistics of crime against the United States, and a statement of the appropriations under the control of the Attorney-General, is respectfully submitted.

BUSINESS OF THE SUPREME COURT.

The condition of the docket of the Supreme Court of the United States at the close of the last term (October term, 1885), when compared with its condition at the close of the term next preceding (October term, 1884), exhibits an increase of 49 cases in the number left undisposed of on the two dockets, the appellate and the original.

At the close of the October term, 1884, there remained undisposed of on the appellate docket 851 cases, and on the original docket 4. The number of cases docketed at the October term, 1885, was 493, of which 489 were on the appellate and 4 on the original docket, making the total number of cases on the docket at that term 1,348, of which 1,340 were on the appellate and 8 on the original docket. Of this number 444 were disposed of, and of these 440 were on the appellate and 4 on the original docket.

The number of cases actually brought under consideration was 298, of which 193 were argued orally and 105 submitted on printed arguments.

Of the 440 cases on the appellate docket disposed of, 179 were affirmed, 94 reversed, 60 dismissed, 93 settled and dismissed by agreement of parties, 11 docketed and dismissed pursuant to rule 9, and in 3 cases questions certified to the court were answered.

The number of cases decided at this term (October term, 1885) in which the United States were concerned was 49, of which 29 were decided in favor of and 17 against the United States, and in 3 criminal cases questions certified were answered.

Of those in which the United States appealed, 12 were affirmed, 2 reversed, and 1 dismissed. Fifteen of the cases were appeals from the Court of Claims, in 14 of which the judgment was affirmed and 1 was dismissed. Besides the cases in which the United States were concerned that were *decided*, there were 8 others which were *dismissed* by the court, and of these 5 were dismissed at the instance of the United States, 2 at the instance of the other side, and 1 was docketed and dismissed.

Thus the total number of cases disposed of at the October term, 1885, in which the United States were interested was 57.

The above does not include one case on the appellate docket from the Court of Claims in which the District of Columbia was a party.

BUSINESS OF THE COURT OF CLAIMS.

Since the last report 634 suits, claiming upward of $3,500,000, have been brought under the ordinary jurisdiction of the court. The total number of such cases now pending is 691, claiming upward of $25,000,000.

Under the act of March 3, 1883, known as the "Bowman" act, committees of the Senate and House of Representatives have transmitted to the court, to date, 1,238 cases. The amount claimed cannot be accurately stated, but involves a very large sum.

During the last term 84 of these cases, amounting to upward of $764,000, were acted on by the court and reported to Congress. Of this number 41 cases, aggregating about $362,000, were dismissed for want of jurisdiction.

There are now pending 1,140 cases, involving, in so far as can be ascertained from the petitions and other papers received, upward of $30,000,000.

Under the same act, there have been transmitted 28 claims by heads of Departments, amounting in the aggregate to upward of $4,000,000. Of this number 18 cases, aggregating about $450,000, have been acted on by the court and reported to the heads of Departments. One case was transferred to the general docket. Nine cases, claiming about $1,500,000, are now pending.

Under the act of January 20, 1885, known as the "French spoliations" act, there have been filed to date 2,150 cases, amounting to about $12,000,000. It is thought that there will be about 500 more, making a total of about 2,600 cases and aggregating upward of $15,000,000.

The following is a summary of the business of the last term:

CLAIMS AGAINST THE UNITED STATES.

There were brought to trial 425 suits, claiming $17,706,427.75. In 19 of these, claiming $504,115.98, judgment was for defendants. In 394

suits, claiming $16,996,553.99, judgment was for claimants for $967,-588.81. Twelve suits, claiming $205,753.48, were dismissed on motion for want of jurisdiction, or prosecution, or by consent.

CLAIMS AGAINST THE DISTRICT OF COLUMBIA.

Of these there were brought to trial six suits, claiming $147,346.96. Two were remanded for further argument. In one the judgment was vacated and set aside. One remains under advisement, and in two cases, claiming $18,400.71, judgments were rendered in favor of claimants for $3,342.90. Two cases, aggregating $52,373.89, were reinstated on claimants' motion. There are now pending 42 cases, claiming upward of $1,773,000.

Some of these are awaiting test cases in the Supreme Court. Others, involving intricate and complicated questions of law and fact, and requiring much labor and time in their examination, are now in course of preparation for submission to the court.

Whole number of cases disposed of by judgment	427
Amount claimed in them	$17,724,828 46
For defendants, 31 cases, claiming	709,874 46
For claimants, 396 cases, claiming	17,014,954 00
Amount recovered by claimants therein	970,931 71

Reports under act of March 3, 1883.

To committees of Congress	84
To heads of Departments	5

The tabular statement of United States suits presented with previous reports is annexed, with additions to date (Exhibit E).

EXHIBITS ACCOMPANYING THIS REPORT.

Exhibit A is a statement of the civil suits to which the United States was a party, terminated in the circuit and district courts of the United States during the fiscal year ending June 30, 1886, and of such suits pending in said courts July 1, 1886, as reported by the district attorneys.

During the last fiscal year 1,379 civil suits were terminated. In 697 of these judgments were for the United States; in 111 for the defendants, and 547 were either *nol. pros.*, dismissed, or discontinued; 14 were appealed from the district to the circuit court, and 10 from the circuit to the Supreme Court. Many of the civil suits reported *nol. pros.*, dismissed, or discontinued were settled by authority of the Treasury Department, and discontinued under its direction. There were pending July 1, 2,826 civil suits to which the United States was a party.

Exhibit B is a statement of the criminal prosecutions terminated in the circuit and district courts of the United States during the last fiscal year and of such prosecutions pending July 1, 1886.

There were terminated during the last year 14,479 criminal prosecutions; 136 of these were prosecutions under the customs laws, in which

there were 79 convictions, 15 acquittals, and 42 were entered *nol. pros.*, discontinued, or quashed; 6,243 under the internal-revenue laws, in which were 4,154 convictions, 820 acquittals, and 1,269 were entered *nol. pros.*, discontinued, or quashed; 565 under post-office laws, in which there were 356 convictions, 75 acquittals, and 134 entered *nol. pros.*, discontinued, or quashed; 47 under election laws, in which there were 6 convictions, 5 acquittals, and 36 entered *nol. pros.*, discontinued, or quashed; 1 under the naturalization laws entered *nol. pros.*, discontinued, or quashed; 10 under the civil-rights acts, in which there were 1 conviction, 1 acquittal, and 8 entered *nol. pros.*, discontinued, or quashed; 525 under the intercourse acts, in which there were 411 convictions, 40 acquittals, and 74 entered *nol. pros.*, discontinued, or quashed; 251 under the pension laws, in which there were 115 convictions, 45 acquittals, and 91 entered *nol. pros.*, discontinued, or quashed; 45 for embezzlement, in which there were 19 convictions, 5 acquittals, and 21 entered *nol. pros.*, discontinued, or quashed; 6,656 miscellaneous prosecutions, in which there were 4,370 convictions, 1,367 acquittals, 919 entered *nol. pros.*, discontinued, or quashed.

In many of the prosecutions under the internal-revenue laws entered *nol. pros.*, discontinued, or quashed, a compromise and settlement were made in the Internal Revenue Bureau of the Treasury Department.

There were pending 5,593 criminal prosecutions, viz, 77 for violation of customs laws, 2,110 for violation of internal-revenue laws, 334 for violation of post-office laws, 39 for violation of election laws, 11 for naturalization laws, 88 under intercourse laws, 182 under pension laws, 51 embezzlement, 2,701 miscellaneous prosecutions.

Exhibit C shows the amount arising and realized from civil suits to which the United States was a party, and from criminal prosecutions in the circuit and district courts of the United States during the last fiscal year.

The aggregate amount of judgments rendered in favor of the United States in civil suits during the last year was $821,138.48, and the amount actually collected on these judgments was $202,172.36; while $50,004.14 was obtained during the year on judgments rendered in former years for the United States, and $130,636.81 was otherwise realized in civil suits.

The aggregate amount of fines, forfeitures, and penalties imposed during the year in criminal prosecutions was $567,630.91, and the amount of these fines, forfeitures, and penalties collected during the year was $110,141,28, while $11,275.31 was realized on fines, forfeitures, and penalties imposed in former years.

Exhibit D is a statement of civil suits, to which the United States was not a party, commenced and terminated in the circuit and district courts of the United States during the last fiscal year; and of such suits pending July 1, 1886, 12,326 were commenced during the year, of which 2,295 were cases in admiralty, and 10,031 were other miscellaneous suits.

Judgments for plaintiffs in these cases were as follows: 1,115 in admiralty, amounting to $895,396.18; 3,893 in other suits, amounting to $75,969,233.83.

Judgments for defendants were 136 in admrality, amounting to $18,352.14, and 1,212 in other suits, amounting to $172,459.56; 667 in admiralty were either dismissed or discontinued, as were also 3,086 other suits; 31,455 civil suits, to which the United States was not a party, were pending in the circuit and district courts of the United States, July 1, 1886, viz, 3,618 in admiralty and 27,837 other miscellaneous suits.

Exhibit E is a tabular statement of causes heretofore disposed of, and also of those now pending in the Court of Claims.

Exhibit F is a general statement of all appropriations placed under the Department of Justice which were available, and those from which payments were made during the fiscal year ending June 30, 1886.

Exhibit G 1 is a statement of the court expenses incurred in the fiscal year 1884, and paid in the fiscal year 1886.

Exhibit G 2 is a statement of the court expenses incurred in the fiscal year 1885, and paid in the fiscal year 1886.

Exhibit G 3 is a statement of the court expenses incurred and paid in the fiscal year 1886, viz:

To United States marshals	$680,538 09
To attorneys	266,869 40
To clerks	119,977 68
To jurors	524,416 90
To witnesses	696,753 49
To commissioners	99,316 61
To prisoners	256,362 86
To rents	43,352 03
Miscellaneous expenses	308,438 97
Amounting to	2,996,026 03

Exhibit G 4 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for prosecution of crimes.

Exhibit G 5 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for defending suits in claims against the United States.

Exhibit G 6 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for repairs to court-house, District of Columbia.

Exhibit G 7 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for punishing violations of intercourse acts and frauds.

Exhibit G 8 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for support of convicts.

Exhibit G 9 is a statement showing items, amounts, cause of expenditure, and persons paid from the appropriation for contingent expenses, Department of Justice, including the appropriation for furniture and

repairs, books for Department library, books for the office of Solicitor, stationery, horses and wagons, and miscellaneous items.

Exhibit H is a statement of payments made during the fiscal year 1886 to supervisors at Congressional elections in 1884.

Exhibit I shows the number of assistant attorneys, regular and special, and the compensation paid to each, as required by sections 195 and 385 of the Revised Statutes.

Exhibit K is the report of the Solicitor of the Treasury, showing the amount, character, and results of the litigations under his direction for the fiscal year ending June 30, 1886.

Exhibit L is the report of the librarian of the Department.

Exhibit M 1 is a detailed statement giving the names of the penitentiaries where United States prisoners are confined, their location, and the number of convicts confined in each.

Exhibit M 2 is a detailed statement showing the institutions designated for the confinement of United States prisoners from the several judicial districts.

Exhibit N is a detailed statement showing the jails in which United States prisoners were confined and the number in each.

Exhibit O is the annual report of the president of the Board of Trustees of the Reform School for the fiscal year ending June 30, 1886.

Exhibit P is the annual report of the warden of the United States jail in the District of Columbia.

Exhibit Q is a report of the Architect of the Capitol upon the improvements and repairs to the court-house, District of Columbia, and to the building, Department of Justice, during the fiscal year ending June 30, 1886.

Exhibit R is a report of the clerk of pardons of the Department of Justice, with a tabulated statement showing the names of the persons convicted in the United States district courts who were pardoned during the fiscal year ending June 30, 1886, the districts in which they were tried, the terms of court at which they were convicted, their offenses, sentences, date of pardon, and the principal reasons for recommending Executive clemency.

Exhibit S is a letter from Judge Barnes, of the supreme court of the Territory of Arizona, upon the subject of the method of summoning grand and trial juries in the Territorial district courts in cases where the United States is a party.

Exhibit T is a letter from the attorney of the United States for the eastern district of Texas, and from an examiner of this Department, in relation to certain proceedings against the sureties on the bond of D. B. Bonfoy, late collector of the fourth district of Texas.

Exhibit U is a letter from Assistant Attorney-General Howard as to the compensation of assistant attorneys in the Department of Justice.

Exhibit V is a letter from the Secretary of State as to the compensation of the examiner of claims in the Department of State.

Without repeating specifically certain suggestions and recommendations I made in my last annual report, from page 11 to 32, inclusive, which were not legislated upon at the last session, I beg now most respectfully to call attention to them, and would state I am more impressed by subsequent reflection with the importance of legislation upon these several matters, to wit:

Fees of marshals in the Territories of Montana, Idaho, and Wyoming.
Outgoing marshals.
Pay of deputy marshals.
Revision of the fee bill.
Attorneys of the United States for the districts of New Mexico and Arizona.
Assistant district attorneys.
Clerks of courts.
Respecting funds paid into court.
Substitution of fiscal for calendar year.
Chief supervisors of elections.
Protection to civil officers.
Protection to witnesses.
Witnesses.
Fees of witnesses and jurors in Territories.
Criminal procedure.
Perjury.
Code of laws for the District of Columbia.
Juries in the District of Columbia.
Special jurors in the District of Columbia.
Reform School, District of Columbia.
Insane convicts.
Jail District of Columbia.

UNITED STATES PRISONERS.

The usual inspections of the penitentiaries where United States prisoners are confined, and personal interviews with the prisoners themselves, have extended during the past year to almost every institution used by the Government. Everything has been done looking to the comfort of the prisoners, their treatment while in confinement, and the discipline of the institutions in which they have been incarcerated. Suggestions from the Department have been promptly heeded by the several wardens and superintendents when any corrections were deemed proper.

During the past year the Department has been somewhat inconvenienced with respect to the support of Government prisoners, but has made every effort to secure the most economical and advantageous terms possible. Still, in the year to come, by reason of the abolishment of the contract system in several States, the cost for the support of pris-

oners must be considerably in excess of that heretofore paid. It has been the policy of the Department to ask no institution to keep the Government prisoners at a loss, and when it has been found that the labor of the convicts would not compensate the institutions for their support and maintenance, a reasonable allowance has necessarily been made. In my report of last year, in relation to this subject, I said:

> The Attorney-General is authorized to provide for the care and subsistence of United States prisoners. He is compelled in States where there are no suitable penitentiaries to make arrangements for the care and maintenance of United States prisoners convicted in those States in penitentiaries of other Commonwealths. This has been done, and the Government prisoners are confined, for the most part, in State and municipal institutions. Over these the Department has no direct control. It has, however, control in an indirect way, in that yearly examinations, as far as possible, are made of the different penitentiaries throughout the country, and the United States convicts are separately interviewed and permitted to make known their wants and to state complaints, which always receive due consideration.
>
> When the periodical examinations are made, such complaints as seem meritorious are called to the attention of the prison officials, who are ready to comply with the suggestions of the officers of the Department. Most of these State institutions are well conducted, and when it becomes necessary to select a prison for the confinement of United States convicts outside of the district in which they were convicted, pains have been taken to select the best. In the event of uniform bad treatment the Attorney-General has recourse to changing the place of confinement. In this the expense of removing all the prisoners has to be paid by the Government. And even this power to transfer from one prison to another has restrictions which sometimes render it inadequate to meet the case.
>
> The subject of convict labor is now receiving the attention of the people and of the legislatures of the several States. Ultimately it may affect the arrangements now existing, in which event the cost of supporting prisoners would be advanced to its former large proportions, and might exceed the cost of erecting and maintaining a Government penitentiary. Still, the cost is not the only item to be considered in looking at this question, and I believe, if at all practicable, a penitentiary should be built by the Government for its prisoners, which should be a model institution and conducted on the most humane principles.
>
> United States prisoners, as a rule, are of a better class of men than the ordinary convict, and capable of performing better work. It is undoubtedly an admitted fact that no institution of the kind referred to can be properly carried on unless there is some work which the prisoners can perform. If a Government prison should be erected the convicts could be employed in the manufacture of supplies exclusively for the Government. This would keep them employed, and should go a long way toward making the institution self-sustaining. It would also avoid any objection on the grounds of convict labor, while the tax-payers would be relieved of the burden of supporting Government prisoners.

GOVERNMENT PENITENTIARY AND REFORMATORY.

The need of a Government penitentiary becomes more apparent each year. Apart from the fact that the United States should have a model penal institution of its own, where persons convicted of violations of the United States laws could be confined, the necessity for securing accommodations for the convicts, in view of the agitation of questions touching the contract system of prison labor, and other causes, will soon become imperative. I cannot therefore but earnestly suggest to

Congress the advisability of building a Government penitentiary, and, if possible, also a Government reformatory, where first offenders and young convicts may be confined, and I renew the recommendations made in my previous report, and most earnestly urge that some action be taken upon this matter.

There was submitted at the last session of Congress a bill (H. R. 8211) providing for the appointment of a commission, one member of which is to be an officer of the Department of Justice, to carefully inquire into this matter and submit plans for a new penitentiary and reformatory, and recommendations as to changes in the law relative to criminals which appeared necessary. This bill met with my hearty approval. I trust that at the present session of Congress this matter may receive careful attention and that some measure may be provided for the building of a Government penitentiary and reformatory at an early day.

I would also repeat that portion of my report of last year relative to the confinement of those prisoners who are not professional criminals, and urge upon Congress the importance of a law granting to the United States judges the power therein referred to. If provision is made for the building of a Government reformatory, in addition to a Government penitentiary, this law would still be necessary. The report is as follows:

> Many of the United States prisoners are not professional criminals, and it does not seem just to send young men of intelligence, who have committed perhaps their first offense, to penal institutions which are in no sense reformatories. It would be desirable to have such persons sentenced to those institutions which are carried on solely to reform those intrusted to their care, and, as is the practice in some States, notably New York, the plan of sentencing these men for indeterminate sentences, to be lengthened or shortened by their own conduct, seems to me a good one. As the law now stands, the United States judges cannot impose sentences of this character, and hence the Government cannot avail itself of the use of these institutions.
>
> I therefore respectfully repeat the recommendation of my predecessor that authority be given the judges of the United States courts to sentence, in their discretion, prisoners convicted of first offenses to such reformatories or graded prisons as may be selected by the Attorney-General, upon the terms and conditions which govern those institutions, in the case of prisoners convicted under the laws of the place in which the institution is located, and this is especially desirable in the case of juvenile offenders. Of the latter class, the number convicted in the United States courts is small, and it would not, perhaps, be advisable to contemplate the building of an institution especially for their confinement. At present, arrangements have been entered into with several of the best institutions of this character, to which juvenile offenders against the laws of the United States may be sentenced.

JAILS.

I also repeat herewith the statement made in my previous report concerning those persons who are awaiting trial, or sentenced and undergoing short terms of imprisonment, who are confined in the various jails throughout the country:

> These prisoners are directly under the custody of the United States marshals. Efforts have been made, as far as possible, to secure the proper treatment of this class

of persons, and economical arrangements have been entered into for their maintenance and medical treatment, by which the expense of their support has been reduced. It is almost unnecessary to state, however, that the average county jail is a poor place for the confinement of any one, much less the confinement of persons who have committed their first offense. The system of discipline existing in most of the jails is exceedingly lax; the prisoners mingle together, the hardened criminal with the first offender, and those who have taken but their first step in crime, while here learn the other steps which make them in future, perhaps, hardened criminals.

I am of the opinion that the several States should take this matter in hand and improve the condition of these institutions. It may be well for Congress to consider the question of building United States jails at each place throughout the country where a United States court is held, and where, at some seasons of the year, a number of persons would be confined. Of course, in some of the States the necessity for institutions of this character would be readily apparent.

During the past year the question of jails has been carefully considered by the Department, and as far as possible everything has been done to better the condition of persons confined in these institutions, yet but little success can be expected while the present system is in use. Many of the buildings are poorly ventilated and in every way improper places for the confinement of prisoners, yet the use of these jails by the Government is unavoidable. The attention of the marshals has been called to the careless manner in which many of these institutions are conducted, and they have been directed to see to it, as far as lay in their power, that the United States prisoners are treated humanely and properly cared for.

There are several places in the United States, notably at Atlanta, Georgia, and Louisville, Ky., where the number of prisoners is at times very large, and the propriety of building a Government jail at each of these points has occurred to me.

The average number of prisoners held awaiting trial or serving sentence in the northern district of Georgia is nearly always in excess of one hundred. The jail of Fulton County has been used by the Government, the United States paying a stated compensation per day for the subsistence of all United States prisoners confined there, and the sheriff has done everything in his power to accommodate and properly care for the large number committed to his custody. Any suggestions or recommendations made by the Department or its officers have been kindly received and promptly acted upon by him; still the accommodations of the jail proper are not large enough for all that are likely to be confined therein. Temporary accommodations, however, have been made by the sheriff in connection with the jail, so that the number committed may be kept. It has been represented to me by agents of the Department who have visited Atlanta that there is great need of a Government jail at this place.

The state of affairs that exists at Atlanta, Ga., is also found, to a large degree, at Louisville, Ky. In both places the majority of prisoners are committed for violations of revenue laws, and the number is about alike in each.

I would therefore respectfully invite the attention of Congress to this subject, and suggest that the question as to the advisability and necessity of building a jail at each of the cities referred to, for the confinement of Government prisoners, may receive careful consideration.

UNITED STATES PENITENTIARIES AND JAILS.

The Government has under its control six penitentiaries and three jails, situated as follows:

United States penitentiaries.—Sioux Falls, Dak.; Boisé City, Idaho; Deer Lodge, Mont.; Salt Lake City, Utah; McNeil's Island, Wash.; and Laramie, Wyo.

United States jails.—Sitka, Alaska; Fort Smith, Ark.; and Washington, D. C.

Congress recently appropriated $25,000 for completion and repairs of the penitentiary at Laramie, Wyo.; $25,000 for completion of the penitentiary at Deer Lodge, Mont., and $50,000 for construction and completion of the penitentiary at Salt Lake City, Utah. The improvements at Deer Lodge have been completed; at the two other penitentiaries the contemplated changes have not as yet been made. These institutions are small and are used almost solely for the confinement of prisoners who have violated the laws of the United States in the several Territories named. The penitentiary at Sioux Falls, Dak., has recently been finished and fitted up for the reception of prisoners. None were confined therein during the past fiscal year.

The need of a jail at Fort Smith, Ark., has been recognized by Congress, and the appropriation which was made at the last session for building a new one at that place is being used.

STATISTICS.

During the past year, as stated above, the usual examinations of the several penitentiaries where United States prisoners were confined have been made, and it is gratifying to learn that the prisoners of the Government are so well cared for and treated.

During the year ending June 30, 1886, there were received in the different penitentiaries, reformatories, &c., throughout the United States 1,027 United States prisoners. There were discharged during the same period 779. (Among those discharged are included 2 who died, 1 sent to the insane asylum at Auburn, N. Y., and 1 escaped.) The total number in custody on the 30th day of June, 1886, was 1,261. There were committed for revenue offenses, 246; for counterfeiting and violation of the postal laws, 503; for other offenses, 639. Of the 1,261 in custody June 30, 1886, there were 1,035 born in the United States; 226 foreign born; 932 white males; 314 colored males (of the latter 48 were Indians and 1 Chinese); 6 white females; 9 colored females; 125 under twenty years of age; 468 between twenty and thirty; 343 between thirty

and forty; 207 between forty and fifty; and 118 over fifty years of age. There were 612 married; 649 single. Of the total number in custody June 30, 1886 (1,261), there were but 63 disabled or sick (of the latter 17 were insane). The number of those working was 1,067 and the number idle 131.

Attached to my report (Exhibit M 1) is a detailed statement giving the names of the penitentiaries used by the Government during the past year, their location, the name of the warden, the districts from which United States prisoners have been received during the past year, and detailed statistics of each institution such as are referred to in the above general summary.

It will be noticed that a large number, to wit, 593 of the United States prisoners, are under 30 years of age. This fact should be taken into account in connection with the recommendation concerning the need of a Government reformatory.

The number of prisoners in the county jails, of course, varies from day to day, being larger at or near the time when the courts are in session.

The number received during the past year was 10,646, and there were discharged 10,353. The number in custody on the 30th of June was 782. During the year there were committed for revenue offenses 4,668; for counterfeiting and violations of the postal laws, 1,083; for other offenses, 4,341. The number serving sentence was 2,952; the number held awaiting trial, 2,536; held pending examination, 1,498. There were 4,997 white males, 165 white females, 2,488 colored males, and 341 colored females. There were 1,475 married and 1,475 single.

Exhibit N, attached to this report, is a detailed statement, as near correct as is possible to obtain, showing the jails which have been used during the past year, the location of the same, the name of the sheriff or jailor, and detailed statistics such as are summarized above with regard to each institution.

REPORT OF THE SOLICITOR OF THE TREASURY.

In submitting the report of the Solicitor of the Treasury (Exhibit K), I commend its many excellent suggestions to the careful consideration of Congress, most of which were contained in his last annual report. The matter of relief touching revenue cases in the southern district of New York cannot receive attention any too soon, for the condition of this class of litigation in that district is anything but satisfactory.

GRAND AND TRIAL JURIES IN THE TERRITORIES.

A letter from Judge Barnes, of the supreme court of the Territory of Arizona, upon the subject of the method of summoning grand and trial juries in the Territorial district courts in cases where the United States is a party, accompanies this report as Exhibit S. The subject of this letter is of importance, and I call the attention of Congress to it for such legislation as may seem necessary.

SURETIES ON THE BOND OF D. B. BONFOY, LATE COLLECTOR OF THE FOURTH DISTRICT OF TEXAS.

I submit, as Exhibit T, a letter from the attorney of the United States for the eastern district of Texas, and from an examiner of this Department, in relation to certain proceedings against the sureties on the bond of D. B. Bonfoy, late collector of the fourth district of Texas, a matter outside of the authority of this Department, and upon which, I think, Congress should take immediate action.

RECORDS OF UNITED STATES COURTS.

The attention of Congress is called to the necessity for some legislation supplementary to sections 899 to 904, Revised Statutes, and to the act of January 31, 1879 (20th Stats. at Large, pages 277 and 278), sections 2 and 3, respecting the restoration of court records.

This legislation refers to records "lost or destroyed" relating to any cost or matter in which the United States was a party in any court, or that may be lost or destroyed.

The condition of the records of several United States courts makes it as difficult to know what the records are as in some instances it would be to restore a lost record by substitution of other records, files, and papers relating to the subject-matter of the records, from the fact that the records and files of certain courts, the accumulation of years, have been thrown into disorder and cast heedlessly into heaps in rooms for storage in such a confused way that the papers are to all intents and purposes lost, their availability being impossible because of their condition.

For example, an examiner of this Department in making a report, directs attention—

to the condition of the records of the United States courts in the eastern district of Virginia, from the date of the establishment of the courts down to the year 1860. Some time between 1860 and 1865 these records were thrown into a mass, in which condition they still remain. Among these records are many papers of value and importance as well to the United States as to the citizens, whose muniments of title are buried in the confused mass of papers now in what is called the "strong rooms" of the court, and which I thoroughly inspected.

Quite recently applications have been made to the clerk of the circuit court for copies of record, prior to 1865, which were refused by him because it was impossible for him to find the original papers. During the war the Government building was taken possession of by the Confederate authorities and the courts removed elsewhere. Upon the occupancy of the city by the Federal troops, those in charge of the records and papers in question piled them up in the Capitol Square, where they remained until carted back, several days later, to the Government building, and were thrown into their present shape, mixed up with internal-revenue and custom-house papers, and so remain to this day.

I am fully convinced that means should be taken to have these papers and records put in condition to be used when necessity requires it. The clerks of both courts, upon whom I called relative to the subject, assured me that records are often desired from this source and refused because of the condition of the papers from which they

would have to be made. Months would be consumed in the attempt to find anything to go upon from this confused mass. Ex-United States Senator Johnston, of Virginia, recently attempted to have a record made in some case with which he is connected, but had to give it up for the reasons stated.

The condition of the records of the United States courts at Richmond, Va., as presented by the examiner, is to some extent the condition of the records of the United States courts in other places, and is presented to Congress as a proper subject for its action.

The existing law relative to records of courts makes the expense of restoration payable out of the *judiciary fund*, at the discretion of the Attorney-General. The portion of the judiciary fund available for such an expense is classed as "miscellaneous expenses of United States courts," and is largely drawn upon for a great variety of miscellaneous expenses, and so largely that the appropriations are not adequate to incur the additional expense which will be found necessary to place the records referred to in proper order.

It is therefore suggested that Congress should make an appropriation specifically for this purpose, available as long as the Attorney-General shall find the necessity for such an expense to exist.

CHANGES IN THE JUDICIAL SYSTEM OF THE UNITED STATES.

It is impossible to over estimate the necessity that exists for a change in the judicial system to meet the demands of the constantly increasing business of the country; and I would simply call attention in this connection to my suggestions in the last report, pages 36–43, and respectfully urge some change be made that will remedy the evils complained of on all sides, whether that change be in accordance with my views or not.

LEGISLATION TOUCHING RAILROADS IN WASHINGTON CITY.

On page 44 of the last Report legislation on this subject was asked for, and reasons therefor were given. Since the adjournment of Congress in August last complaints by citizens have been made, as heretofore, and I am of opinion legislation on this subject should not be delayed.

DEPARTMENT BUILDINGS AND GROUNDS.

I beg leave to renew the suggestions contained in my last report (pages 44–45) as to the charge and control of Department buildings and grounds and for the erection of a suitable building for the accommodation of the United States courts held at Washington City.

THE LIBRARY.

A larger annual appropriation than that heretofore made is needed to meet the wants of the library of this Department. To supply deficiencies already existing in treatises on various branches of jurispru-

dence, in law reports, and in works of reference, and to purchase the numerous books of this character published during the year, will require at least $3,000; and I recommend that the annual appropriation for law and miscellaneous books be increased to that amount.

COURT ROOMS AT JACKSON, MISS.

I repeat the recommendations made in my last report, page 46, as to the Supreme Court Reports, and the propriety of disposing of the interest of the Government in the matter of the court rooms at Jackson, Miss.

CITY HALL BUILDING, UTICA, N. Y.

The United States own an interest in the city hall building at Utica, N. Y. I recommend such legislation as is necessary to dispose of this interest, which is no longer of use to the Government since the erection of a public building at that place.

IN THE MATTER OF THE UNION PACIFIC RAILWAY LITIGATION.

In the last report (page 46) it was stated this litigation was pending on cross appeals from the Court of Claims in the Supreme Court, but since then final decision has been rendered affirming the judgment of the Court of Claims in favor of the Government for $1,577,683.31, and the mandate of the Supreme Court has been filed in the Court of Claims.

THE COMPENSATION OF ASSISTANT ATTORNEYS IN THE DEPARTMENT OF JUSTICE.

The pay of these assistant attorneys should be equalized. There is no good reason for giving them different salaries, as their work is alike in all respects, and the daily increasing business of the Department requires their unremitting attention. For special reasons why their salaries should be increased, which I approve, I refer to the letter of Assistant Attorney-General Howard, herewith presented (Exhibit U), and I add my testimony to the facts he states. I feel sure it would in the end prove to be a saving to the Government to increase these salaries.

COMPENSATION OF EXAMINER OF CLAIMS IN THE DEPARTMENT OF STATE.

The growing business of claims in the Department of State makes it necessary, in my judgment, to increase the pay of the examiner of those claims to $5,000. I am convinced the present compensation is inadequate, and I submit herewith (Exhibit V) a letter on this subject from the Secretary of State for consideration, and I wish to say I agree with the views therein expressed.

Very respectfully, your obedient servant,

A. H. GARLAND,
Attorney-General.

EXHIBITS.

EXHIBIT A.—*Statement showing number of civil suits to which the United States was a party, pending in the district and circuit courts of the United States July 1, 1886, with the number terminated during the fiscal year ending June 30, 1886.*

Districts.	Number pending July 1, 1886.					Number terminated during the fiscal year ending June 30, 1886.														Appealed from district court to circuit court.			Appealed from circuit court to supreme court.			Total number terminated and appealed.
						Judgments in favor of the United States.				Judgments for defendants.				Dismissed or discontinued.				Total.										
	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Total.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Customs.	Internal revenue.	Miscellaneous.	Customs.	Internal revenue.	Miscellaneous.	
Alabama, northern district	....	15	1	29	45	....	....	1	35	....	...	....	....	....	....	....	23	....	....	1	58	....	....	....	....	....	....	59
Alabama, middle district	....	....	....	6	6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Alabama, southern district	....	....	....	13	13	....	....	1	27	....	....	....	....	....	....	....	48	....	....	1	75	....	....	....	....	....	....	76
Alaska	....	....	....	.....	.....	....	....	....	....	....	....	....	....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	.....
Arkansas, eastern district	....	....	5	8	13	....	....	1	....	....	....	....	1	....	....	....	2	....	....	1	3	....	....	....	....	....	....	4
Arkansas, western district	....	1	2	70	73	....	....	....	24	....	....	....	1	....	....	....	18	....	....	....	43	....	....	....	....	....	....	43
Arizona	....	....	1	15	16	....	1	...	6	....	....	....	....	....	....	....	1	....	1	....	7	....	....	*2	....	....	....	10
California	12	22	11	67	112	12	....	1	8	....	3	1	3	13	5	2	3	25	8	4	14	....	....	....	....	....	1	52
Colorado	....	....	3	426	429	....	....	5	7	....	....	....	3	....	....	1	2	....	....	6	12	....	....	....	....	....	2	20
Connecticut	....	3	....	2	5	1	2	1	1	....	....	....	....	....	....	....	....	1	2	1	1	....	1	....	....	....	....	6
Dakota	....	....	....	146	146	....	....	3	1	....	....	....	..	....	....	....	....	....	....	3	1	..	....	....	....	....	....	4
Delaware	....	....	....	.....	.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
District of Columbia	5	2	23	45	75	....	....	....	2	....	....	....	1	....	....	....	4	....	....	....	7	....	....	....	....	....	....	7
Florida, northern district	....	....	....	3	3	....	....	....	4	....	....	....	1	....	....	....	....	....	....	....	5	....	....	....	....	....	....	5
Florida, southern district	....	....	....	5	5	....	....	1	1	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	2
Georgia, northern district	....	16	1	5	22	....	21	....	1	....	....	....	....	....	68	....	4	....	89	....	5	....	....	....	....	....	....	94
Georgia, southern district	....	....	....	1	1	....	3	....	....	....	1	....	....	..	1	3	....	....	5	3	....	....	....	....	....	....	....	8
Idaho	....	....	....	19	19	....	....	2	6	....	....	....	2	....	....	....	4	....	....	2	12	....	....	....	....	....	....	14
Illinois, northern district	6	4	....	5	15	2	4	1	....	....	....	....	4	1	8	....	2	3	12	1	6	....	....	....	....	1	....	23
Illinois, southern district	....	2	3	3	8	....	8	2	...	....	....	....	...	....	3	1	3	....	11	3	3	....	....	....	....	....	....	17
Indiana	....	....	....	5	5	....	....	....	1	....	....	....	....	....	1	1	2	....	1	1	3	....	....	....	....	....	....	5
Iowa, northern district	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Iowa, southern district	....	1	4	8	13	....	1	1	1	....	....	....	....	....	1	1	....	....	2	2	1	....	....	....	....	....	....	5
Kansas	....	....	2	29	31	....	....	1	7	....	....	3	6	....	....	....	....	....	....	4	13	....	....	....	....	....	1	18
Kentucky	....	44	10	13	67	....	27	33	4	....	4	....	....	....	5	....	3	....	36	33	7	....	2	....	....	....	....	78
Louisiana, eastern district	6	13	2	52	73	4	1	3	3	5	1	....	....	....	1	....	3	9	3	3	6	....	1	....	....	....	....	22
Louisiana, western district	....	....	....	.....	.....	....	....	1	....	....	....	....	....	....	....	....	13	....	....	1	13	....	....	....	....	....	....	14
Maine	3	1	4	4	12	1	....	....	1	....	....	....	....	4	....	....	....	5	....	....	1	....	....	....	....	....	....	6

Maryland				8	8				3								3				6			1				7
Massachusetts	8	27		27	282	3			1					15	1		2	18	1		3							22
Michigan, eastern district	4		6	6	16					1								1										1
Michigan, western district				8	8			1	3				1			1	4			2	8							10
Minnesota	10	1		24	35			3	11				3				1			3	15							18
Mississippi, northern district		1	2	5	8			1			2								2	1								3
Mississippi, southern district	1			9	10	2		10	6			2	2	1			1	3		12	9	1						25
Missouri, eastern district	3	2	1	4	10		1	1	1						1		1		2	1	2							5
Missouri, western district		1	3	27	31				3								13				16							16
Montana				10	10				2				2				4				8			*1				9
Nebraska				9	9				5												5							5
Nevada				3	3			1	1				2							1	3						1	5
New Hampshire	1			4	5				1												1							1
New Jersey	2	3		6	11	1								1	9		1	2	9		1							12
New Mexico				34	34												1				1							1
New York, northern district	5			12	17				2				1				2				5							5
New York, southern district	272	22	30	49	373	19	2		4	1	3		3	16	18	9	10	36	23	9	17		1	1				87
New York, eastern district	51	66		18	135	1	2								1			1	3									4
North Carolina, eastern district	1		1	6	8		5	1	9								6		5	1	15							21
North Carolina, western district		11	2	3	16		24		85		2		4		1		33		27		122							149
Ohio, northern district			1	3	4	1		1	5	1					1		3	2	1	1	8							12
Ohio, southern district	24	6		2	32		1	1	4		1		2	7	2		2	7	4	1	8							20
Oregon			1	19	20				7												7							7
Pennsylvania, eastern district	182	18	1	35	236	9	3			4	9		7	30	3		4	43	15		11		2					71
Pennsylvania, western district		8		27	35		2	1	1						2				4	1	1							6
Rhode Island	3	1		1	5																							
South Carolina	1	9	1	2	13		2												2									2
Tennessee, eastern district		3		45	48		4		11				3		1				5		14							19
Tennessee, middle district		13		54	67		10		30				2		2		4		12		36							48
Tennessee, western district				2	2												7				7							7
Texas, northern district			3	3	6		1	2	2		1		7			1	2		2	3	11							16
Texas, eastern district	3	3	2		8																							
Texas, western district	1		1	2	4	1		2	3	1			2					2		2	5				2		1	12
Utah			3	8	11												5				5							5
Vermont		1		6	7									2				2										2
Virginia, eastern district			2	1	3	1	3		3									1	3		3							7
Virginia, western district		13	7	10	30		36		22						6		46		42		68							110
Washington Territory	7	1		20	28	3		1	9				1					3		1	10			*1			1	16
West Virginia				1	1				14								2				16							16
Wisconsin, eastern district				4	4								1								1							1
Wisconsin, western district				19	19											1				1								1
Wyoming			2	4	6												3				3							3
Total	831	334	141	1,520	2,826	61	164	84	388	13	27	6	65	90	141	21	295	164	332	111	748	1	7	6	2	1	7	1,379

*Appealed to supreme court of Territory.

EXHIBIT B 1.—*Statement showing the number of criminal prosecutions pending in the circuit and district courts of the United States on July 1, 1886, with the number terminated during the fiscal year ending June 30, 1886.*

Districts.	Number pending July 1, 1886.									Number terminated during the fiscal year ending June 30, 1886.																
										Customs.				Internal revenue.				Post-office.				Election laws.				
	Customs prosecutions.	Internal-revenue prosecutions.	Post-office prosecutions.	Prosecutions under the election laws.	Prosecutions under naturalization laws.	Prosecutions under intercourse laws.	Prosecutions under pension laws.	Prosecutions for embezzlement.	Miscellaneous prosecutions.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.
Alabama, northern district	....	104	9	....	....	....	....	....	10	123	....	....	....	....	211	81	76	368	5	3	1	9	...	1	....	2
Alabama, middle district	....	17	2	....	....	....	21	....	69	109	....	....	....	....	18	3	11	32	3	1	....	4	....	...	....	....
Alabama, southern disirict	....	1	....	....	....	....	....	....	297	298	....	....	....	....	1	....	.....	1	....	....	....	....	....	...	....	....
Alaska	....	.....	....	....	....	36	....	....	4	40	....	....	....	....	.....	....	.....	.....	....	....	....	....	....	...	....	....
Arkansas, eastern district	....	15	....	....	....	....	....	2	6	23	....	....	....	....	21	1	15	37	1	....	....	1	....	...	....	....
Arkansas, western district	....	17	3	....	....	10	....	....	92	122	....	....	....	....	128	12	14	154	3	2	....	5	....	...	....	....
Arizona	3	1	...	....	....	....	....	....	20	24	6	1	....	7	2	....	2	4	2	2	....	4	....	...	2	2
California	4	152	11	6	....	....	....	4	47	224	10	....	4	14	31	1	14	46	3	1	....	4	....	...	....	....
Colorado	....	.....	....	....	....	....	....	1	15	16	....	....	....	....	.....	....	4	4	8	2	3	13	....	....	3	3
Connecticut	....	5	1	....	....	....	....	....	1	7	....	....	....	....	3	....	2	5	4	....	3	7	....	....	....	....
Dakota	....	6	....	....	....	....	....	....	22	28	....	....	....	....	10	....	.....	10	....	....	1	1	....	....	....	....
Delaware	....	4	2	1	....	....	....	4	.....	11	....	....	....	....	7	....	4	11	....	....	....	....	....	....	....	....
District of Columbia	....	.....	5	....	....	....	15	....	903	923	....	....	....	....	.....	....	.....	.....	....	....	2	6	....	....	....	....
Florida, northern district	....	1	1	....	....	....	....	....	3	5	....	....	....	....	2	....	1	3	2	1	....	3	....	....	....	....
Florida, southern district	....	3	....	....	....	....	....	....	7	10	4	....	....	4	.....	....	.....	.....	....	....	....	....	....	....	....	....
Georgia, northern district	....	142	6	....	....	....	1	....	36	185	....	....	....	....	657	41	104	802	3	....	....	3	....	....	....	....
Georgia, southern district	....	13	11	....	....	....	....	....	3	27	....	....	....	....	34	15	43	92	4	3	5	12	....	....	...	....
Idaho	....	.....	....	....	....	....	....	....	193	193	....	....	....	....	.....	....	.....	.....	....	2	....	2	...	....	....	....
Illinois, northern district	....	3	4	....	....	....	2	....	3	12	....	....	....	....	42	2	14	58	18	....	8	26	....	....	5	5
Illinois, southern district	....	22	7	....	....	....	1	4	11	45	....	....	....	....	87	10	1	98	15	....	1	16	....	....	....	....
Indiana	....	2	7	1	....	....	9	1	10	30	....	....	....	....	2	...	5	7	13	1	2	16	....	....	....	....
Iowa, northern district	....	14	1	....	*6	....	1	1	9	32	....	....	....	....	86	2	34	122	2	....	....	2	....	....	....	....
Iowa, southern district	....	66	12	1	....	....	3	....	6	88	....	....	....	....	227	6	46	279	6	....	1	7	....	....	....	....
Kansas	....	30	13	....	....	8	12	....	57	120	....	....	....	....	9	5	9	23	2	2	4	8	....	....	....	....
Kentucky	...	77	3	....	....	....	6	1	7	94	....	....	....	....	186	59	46	291	9	2	3	14	....	....	....	....
Louisiana, eastern district	....	2	64	1	....	....	12	....	13	92	....	...	....	....	3	....	6	9	2	1	1	4	....	....	....	....
Louisiana, western district	....	6	3	....	....	....	8	....	57	74	....	....	....	....	9	3	30	42	9	....	1	10	....	....	....	....
Maine	2	7	4	....	....	....	4	....	4	21	4	1	....	5	18	2	12	32	2	1	1	4	....	....	....	....
Maryland	....	.....	...	....	....	....	1	....	1	2	....	....	....	....	3	4	1	8	7	....	2	9	....	....	....	....
Massachusetts	....	13	9	....	....	....	1	2	8	33	....	....	....	....	21	1	3	25	6	1	....	7	....	....	....	....

Michigan, eastern district	1	23	2	....	....	....	6	1	10	43	4	....	....	4	30	1	7	38	1	....	....	1	....	....	....	....
Michigan, western district	....	1	2	....	....	....	....	....	2	5	....	....	1	1	22	2	10	34	3	....	1	4	....	1	....	1
Minnesota	....	1	4	....	....	20	1	....	26	52	....	....	....	....	1	....	9	10	4	..	....	4	....	....	....	....
Mississippi, northern district	....	165	....	....	....	....	1	1	7	174	....	....	....	....	105	34	5	144	....	....	..	....	..	....	....	....
Mississippi, southern district	....	4	1	....	....	....	1	1	17	24	....	....	....	....	15	4	....	19	3	1	....	4	....	....	....	....
Missouri, eastern district	....	16	....	....	....	....	5	....	9	30	....	....	....	....	41	....	20	61	7	2	1	10	....	....	....	....
Missouri, western district	....	36	8	....	....	....	9	....	25	78	....	....	....	....	142	15	24	181	16	4	13	33	....	....	....	....
Montana	....	.....	....	....	....	....	....	....	12	12	....	....	....	....	.....	....	.....	.....	....	....	....	....	..	2	....	2
Nebraska	....	23	3	....	....	....	1	....	24	51	....	....	....	....	26	....	21	47	8	1	2	11	....	....	....	....
Nevada	....	5	....	1	....	....	....	....	.....	6	....	....	....	....	23	1	.....	24	....	....	....	....	....	....	....	....
New Hampshire	....	4	2	....	....	....	6	....	.....	12	....	....	....	....	.....	....	5	5	4	....	2	6	....	....	....	....
New Jersey	....	.....	2	....	....	....	5	....	3	10	1	....	2	3	4	1	9	14	2	....	1	3	....	....	4	4
New Mexico	....	5	13	4	....	....	....	....	56	78	*....	....	....	....	3	3	.....	6	1	....	1	2	1	....	1	2
New York, northern district	3	11	4	....	....	4	1	3	7	33	5	1	4	10	140	2	27	169	20	1	1	22	1	....	2	3
New York, southern district	7	32	13	11	....	....	3	....	75	141	2	....	7	9	3	2	16	21	17	2	10	29	....	....	....	....
New York, eastern district	....	9	2	....	....	....	....	....	6	17	....	....	....	....	1	....	2	3	3	..	....	3	....	....	13	13
North Carolina, eastern district	....	12	3	....	....	..	....	....	2	17	..	....	....	....	58	13	4	75	5	2	1	8	..	....	....	....
North Carolina, western district	....	227	3	....	....	..	4	....	16	250	....	....	....	....	357	67	41	465	6	....	....	6	....	....	2	2
Ohio, northern district	....	13	5	....	....	....	1	17	3	39	..	....	....	....	18	2	1	21	7	1	1	9	1	....	....	1
Ohio, southern district	....	7	6	10	....	....	....	1	20	44	....	....	....	....	4	2	1	7	28	4	2	34	....	....	....	....
Oregon	....	5	3	2	....	4	....	....	15	29	....	....	....	....	11	2	.....	13	4	2	....	6	....	....	....	....
Pennsylvania, eastern district	....	6	6	....	..	....	4	2	15	33	..	....	....	....	1	2	2	5	12	2	3	17	..	....	....	....
Pennsylvania, western district	....	39	2	....	....	....	8	..	14	63	....	....	....	....	13	7	1	21	11	1	2	14	....	1	....	1
Rhode Island	....	5	2	....	....	....	4	....	2	13	....	....	....	....	3	....	7	10	2	....	1	3	..	....	....	....
South Carolina	1	65	5	....	....	....	....	....	7	78	....	....	....	....	141	84	83	308	4	5	1	10	..	....	....	....
Tennessee, eastern district	....	116	3	1	....	....	3	....	1	124	....	....	....	....	336	137	84	557	4	....	.	4	1	....	....	1
Tennessee, middle district	....	105	2	....	....	....	7	....	7	121	....	....	....	....	509	41	70	620	1	....	....	1	....	....	....	....
Tennessee, western district	....	139	2	....	....	....	....	....	3	144	....	....	....	....	94	20	3	117	4	....	1	5	2	....	1	3
Texas, northern district	....	19	6	....	....	..	....	5	26	56	....	....	....	....	2	6	14	22	1	8	6	15	....	....	....	....
Texas, eastern district	....	66	8	....	....	....	....	....	6	80		....	....	....	18	21	83	122	10	2	:	21	....	....	....	....
Texas, western district	46	8	13	....	....	....	4	....	62	133	34	11	21	66	10	....	6	16	9	3	14	26	....	....	1	1
Utah	....	.....	....	....	..	....	....	....	187	187	....	....	....	....	.....	....	3	3	1	....	..	1	....	....	....	....
Vermont	1	2	2	....	....	....	2	....	1	8	3	....	....	3	1	....	3	4	6	....	2	8	....	....	....	....
Virginia, eastern district	....	4	10	..	....	....	....	....	38	52	....	....	....	....	3	4	3	10	2	2	1	5	....	....	1	1
Virginia, western district	...	84	....	....	....	....	6	....	12	102	....	....	....	....	52	44	119	215	1	....	1	2	....	...	1	1
Washington Territory	5	.....	1	..	*5	1	....	..	42	54	4	1	1	6	.....	....	3	3	...	...	...	.	....	....	....	....
West Virginia	4	125	12	....	....	....	....	....	17	158	2	....	2	4	133	54	81	268	13	6	16	35	....	....	....	....
Wisconsin, eastern district	...	3	....	....	....	....	2	....	1	6	....	....	....	....	9	1	4	14	1	1	2	4	....	....	....	....
Wisconsin, western district	....	2	6	....	....	1	1	....	4	14	....	....	....	....	7	....	1	8	1	....	..	1	....	....	....	....
Wyoming	....	.....	....	....	....	4	....	....	7	11	....	....	....	....	.....	....	.....	.....	1	....	....	1	....	....	....	....
Total	77	2,110	334	39	11	88	182	51	2,701	5,593	79	15	42	136	4,154	820	1,269	6,243	356	75	134	565	6	5	36	47

*Civil rights act.

EXHIBIT B 2.—*Statement showing the number of criminal prosecutions pending in the district and circuit courts of the United States on July 1, 1886, with the number terminated during the fiscal year ending June 30, 1886.*

Districts.	Number terminated during the fiscal year ending June 30, 1886.																				Total number terminated during fiscal year ending June 30, 1886.
	Civil-rights act.				Intercourse laws.				Pension laws.				Embezzlement				Miscellaneous.				
	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	Convictions.	Acquittals.	Nolled, discontinued, or quashed.	Total.	
Alabama, northern district																	35	6	16	57	435
Alabama, middle district											1	1					197	11	35	243	280
Alabama, southern district																	156	55	6	217	218
Alaska					6	1	2	9									5		7	12	21
Arkansas, eastern district																	3	5	4	12	50
Arkansas, western district					208	8	24	240									141	92	92	325	724
Arizona			3	3													26	12	15	53	73
California																	30	11	35	76	140
Colorado																	10	5	32	47	67
Connecticut															1	1	2			2	15
Dakota																	16	5	60	81	92
Delaware									3		3	6									17
District of Columbia																	3,017	956	167	4,140	4,140
Florida, northern district																	1	3	5	9	15
Florida, southern district													1			1	3	1	1	5	10
Georgia, northern district															1	1			26	26	832
Georgia, southern district											2	2			1	1	4	3	3	10	117
Idaho					7	1	4	12					1	1		2	49	10	28	87	103
Illinois, northern district									3			3					13		2	15	107
Illinois, southern district									1	1	17	19	2		1	3	23	16	6	45	181
Indiana									6		2	8					5	1	5	11	42
Iowa, northern district													2		1	3	7	3	9	19	146
Iowa, southern district											1	1					7		4	11	298
Kansas					4		5	9	3	2	2	7					8	6	80	94	141
Kentucky									15	6	5	26					17	1	2	20	351
Louisiana, eastern district									5		3	8	1			1	1	2		3	25
Louisiana, western district									1		1	2						1	11	12	66
Maine									1	1	1	3					5	1		6	50
Maryland									3	4	1	8					11	3	1	15	40
Massachusetts									4	3		7					23	9	2	34	73

Michigan, eastern district											2	2					3		1	4	49
Michigan, western district									3		1	4					10	2	6	18	62
Minnesota					9	2	9	20									9	1	8	18	52
Mississippi, northern district																		2	1	3	147
Mississippi, southern district									30	6	10	46					37	12	16	65	134
Missouri, eastern district					8			8	1		1	2					22		3	25	106
Missouri, western district					14	7	13	34	4	1	8	13					40	10	18	68	329
Montana																	8	2		10	12
Nebraska									2	1		3					25	1	23	49	110
Nevada																					24
New Hampshire																					11
New Jersey									1	1	5	7					11	1	4	16	47
New Mexico																	13	12	26	51	61
New York, northern district					9	1	7	17		1	1	2					13	7	3	23	246
New York, southern district											1	1					19	4	14	37	97
New York, eastern district																	7	5		12	31
North Carolina, eastern district															1	1	2	1		3	87
North Carolina, western district																	13	2	3	18	491
Ohio, northern district									3			3					8	1		9	43
Ohio, southern district									6	2	2	10					8	3		11	62
Oregon					104		3	107									9		2	11	137
Pennsylvania, eastern district									4	7	17	28	1		3	4	18	4	9	31	85
Pennsylvania, western district										1		1			2	2	41	2	10	53	92
Rhode Island													1		1	2	2			2	17
South Carolina														1		1	8	23	7	38	357
Tennessee, eastern district									2	2		4	2			2	11	1	4	16	584
Tennessee, middle district										1		1					6	2	6	14	636
Tennessee, western district										2		2					4	1	6	11	138
Texas, northern district													5	3	9	17	30	10	19	59	113
Texas, eastern district																	4	3	2	9	152
Texas, western district							1	*1	1			1	1			1	7	2	6	15	127
Utah																	105	12	16	133	137
Vermont																		2	4	6	21
Virginia, eastern district									2	1	1	4									20
Virginia, western district											1	1					5	8	4	17	236
Washington Territory	1	1	5	7	5	20	1	26									17	5	8	30	72
West Virginia									11	1	1	13	1			1	12	5	14	31	352
Wisconsin, eastern district										1	1	2					25	3	17	45	65
Wisconsin, western district					36		3	39					1			1	3		4	7	56
Wyoming					1		3	4											1	1	6
Total	1	1	8	10	411	40	75	526	115	45	91	251	19	5	21	45	4,370	1,367	919	6,656	14,479

* Naturalization laws.

EXHIBIT C 1.—*Statement of the amount arising from civil suits to which the United States was a party, and from criminal prosecutions in the circuit and district courts of the United States, during the fiscal year ending June 30, 1886.*

Districts.	Amount of judgments obtained during the year in favor of the United States.					Amount of fines, forfeitures, and penalties imposed during the year.								
	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Total.	Customs.	Internal revenue.	Post-office.	Election laws.	Intercourse laws.	Pension laws.	Embezzlement.	Miscellaneous.	Total.
Alabama, northern district			$1,500 00	$5,850 00	$7,350 00		$14,402 00	$200 00					$397 50	$14,999 50
Alabama, middle district							1,367 72						2,303 09	3,670 81
Alabama, southern district			53 25	400 00	453 25		100 00						2,497 24	2,597 24
Alaska														
Arkansas, eastern district			7,434 95		7,434 95		5,800 00	1,000 00					5,000 00	11,800 00
Arkansas, western district				3,252 75	3,252 75		12,400 00	615 00		$7,360 00			4,425 00	24,800 00
Arizona		$300 00		3,875 02	4,175 02		300 00						2,216 00	2,516 00
California	$24,063 56		184 54	6,865 56	31,113 66		2,175 00							2,175 00
Colorado			10,000 00	3,912 62	13,912 62			5 00					1,928 12	1,933 12
Connecticut	443 55	6,901 37	3,306 72	435 99	11,087 63		1,320 00	1 00						1,321 00
Dakota			1,900 00	3,406 14	5,306 14								105 00	105 00
Delaware							600 00				$1,250 00			1,850 00
District of Columbia				759 09	759 09								15,777 52	15,777 52
Florida, northern district				886 00	886 00									
Florida, southern district			201 69	24 74	226 43	$50 00		460 00					500 00	1,010 00
Georgia, northern district		3,045 18		1,000 00	4,045 18		32,700 00	2,200 00					25 00	34,925 00
Georgia, southern district		76,926 83			76,926 83		2,849 34	622 25					25,799 00	29,270 59
Idaho			64 88	14,079 06	14,143 94					74 00		$10,000 00	8,400 00	18,474 00
Illinois, northern district	279 16	9,944 59		199 76	10,423 51	529 70	2,057 28	2,884 72			409 75		2,895 29	8,776 74
Illinois, southern district		148,468 75	410 05		148,878 80		10,425 13	625 75			174 52		70 15	11,295 55
Indiana				27 65	27 65		784 46	1,414 24			861 49		454 32	3,514 51
Iowa, northern district							7,440 00				500 00	250 00	1,151 00	9,341 00
Iowa, southern district		1,182 17	1,513 50	250 46	2,946 13		14,020 00	460 00					201 00	14,681 00
Kansas			59 52	635 32	694 84		601 00	100 00			2 00		1 00	726 00
Kentucky		2,217 15	18,331 72	900 00	21,448 87		8,927 50	510 50		22 00	330 00		280 00	10,048 00
Louisiana, eastern district	2,619 86		1,030 72	3,800 00	7,450 58		112 50				2,000 00	5,000 00		7,112 50
Louisiana, western district			24 48		24 48		140 00							140 00
Maine	590 09			1,146 63	1,736 72	175 00	1,238 29	150 00					120 00	1,683 29
Maryland				1,498 31	1,498 31		150 00	275 00			10 00		100 00	535 00
Massachusetts	291 60	34,470 74		83 31	34,845 65		535 00				45 00		1,322 00	1,902 00
Michigan, eastern district						225 00							110 00	335 00
Michigan, western district			92 97	1,301 19	1,394 16	87 31	1,946 96	100 00			161 30		1,485 00	3,780 57
Minnesota			940 33	39,305 79	40,246 12		100 00	611 00		485 00			854 00	2,050 00
Mississippi, northern district			300 98		300 98		5,210 00							5,210 00
Mississippi, southern district	653 70		10,761 86	50,096 47	61,512 03		230 00	300 00			3,475 00		10,862 50	14,867 50
Missouri, eastern district		1,216 06	500 00	811 71	2,527 77		318 00	3,202 00		175 00	500 00		1,062 00	5,257 00
Missouri, western district				1,179 19	1,179 19		5,793 52	3,431 65			308 60		1,498 80	11,032 57

Montana				430 40	430 40								655 00	655 00
Nebraska				5,665 85	5,665 85		625 00	1,627 00			250 00		13,595 38	16,097 38
Nevada			8,000 00	315 90	8,315 90		1,200 00							1,200 00
New Hampshire								221 00						221 00
New Jersey						20 00	1,550 00	300 00					5,000 00	6,870 00
New Mexico							200 00						847 35	1,047 35
New York, northern district				130 78	130 78	125 00	3,207 00	2,407 28	$75 00	235 00			475 00	6,524 28
New York, southern district	7,301 76	212,353 47		5,988 49	225,643 72	750 00	101 00	301 00					14 00	1,166 00
New York, eastern district	17 06	314 95			332 01			127 00					7 00	134 00
North Carolina, eastern district		221 38	283 76	600 00	1,105 14		1,000 00							1,000 00
North Carolina, western district		3,163 92		5,337 15	8,501 07		29,062 00						500 00	29,562 00
Ohio, northern district	500 00		2,484 67	1,210 06	4,194 73		1,325 00	295 00	50 00		210 00		260 00	2,140 00
Ohio, southern district		30 00	150 90	9,470 61	9,651 51		685 00	1,395 00			775 00		565 00	3,420 00
Oregon				4,022 89	4,022 89		290 00	20 00		2,117 00			421 00	2,848 00
Pennsylvania, eastern district	599 56	4,479 18			5,078 74		10 00	1,310 00			1,300 00		2,565 00	5,185 00
Pennsylvania, western district		91 80	38 84	1,000 00	1,130 64		1,200 00	210 00					1,410 00	2,820 00
Rhode Island							225 00							225 00
South Carolina		467 57			467 57		12,035 00						2,400 00	14,435 00
Tennessee, eastern district		249 31		5,000 00	5,249 31		9,455 00	200 00	5 00		5 00		550 00	10,215 00
Tennessee, middle district		1,525 11		3,732 92	5,258 03		36,715 02	163 77						36,878 79
Tennessee, western district							14,817 80	391 45	613 45				1,159 30	16,982 00
Texas, northern district			1,100 94	2,510 00	3,610 94		1,101 00	100 00				7,582 77	2,694 00	11,477 77
Texas, eastern district							1,800 00	800 00					25 00	2,625 00
Texas, western district	233 31		872 77		1,106 08	41 00	678 00	351 00					61 00	1,131 00
Utah								300 00					59,300 35	59,600 35
Vermont	35 92				35 92	232 52	442 29	4,104 49						4,779 30
Virginia, eastern district	511 50	140 83		500 01	1,152 34		100 00	525 00			750 00			1,375 00
Virginia, western district		3,017 65		4,915 39	7,933 04		5,400 00	150 00					212 00	5,762 00
Washington Territory			5 00	1,959 59	1,964 59	150 00	*2,500 00						537 00	3,187 00
West Virginia				1,948 00	1,948 00	81 15	18,641 15	3,857 90			2,439 80	396 91	2,453 29	27,870 20
Wisconsin, eastern district							1,000 00	480 50					437 00	1,917 50
Wisconsin, western district							450 00	50 00	†2,315 00			5,571 98	330 00	8,716 98
Wyoming										50 00				50 00
Total	38,140 63	510,728 01	71,519 04	200,720 80	821,138 48	2,466 68	279,858 96	38,855 50	3,058 45	10,518 00	15,757 46	28,801 66	188,314 20	567,030 91

* Civil rights act.

† Naturalization laws.

EXHIBIT C 1.—*Statement of the amounts arising from civil suits to which the United States was a party, &c.*—Continued.

Districts.	Amounts realized from judgments obtained during the year.					Amounts realized on fines, forfeitures, and penalties imposed during the year.							
	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Total.	Customs.	Internal revenue.	Post-office.	Election laws.	Intercourse laws.	Pension laws.	Miscellaneous.	Total.
Alabama, northern district												$31 50	$31 50
Alabama, middle district												364 55	364 55
Alabama, southern district			$53 25		$53 25							326 25	326 25
Alaska													
Arkansas, eastern district			500 00		500 00		$100 00						100 00
Arkansas, western district				$1,435 25	1,435 25		346 55			$736 70		25 00	1,108 25
Arizona				1,286 27	1,286 27							215 00	215 00
California	$24,063 56				24,063 56		25 00						25 00
Colorado			10,000 00	3,912 62	13,912 62							1,808 12	1,808 12
Connecticut	443 55	$2,537 00	3,306 72	435 99	6,723 26		1,320 00						1,320 00
Dakota			1,900 00		1,900 00								
Delaware													
District of Columbia												13,087 45	13,087 45
Florida, northern district				450 00	450 00								
Florida, southern district			201 69	24 74	226 43							500 00	500 00
Georgia, northern district		730 61			730 61		52 05	$2,200 00				25 00	2,277 05
Georgia, southern district		7 00			7 00		111 45	424 00					535 45
Idaho			4 12	88 34	92 46					50 00		600 00	650 00
Illinois, northern district	279 16			199 76	478 92	$871 86	1,218 10	1,467 75			$409 75	592 13	4,559 59
Illinois, southern district							3,187 87	370 15				70 15	3,628 17
Indiana				27 65	27 65		23 75	895 39			584 02	27 50	1,530 66
Iowa, northern district							1,026 86					1,078 20	2,105 06
Iowa, southern district		2,060 18			2,060 18		1,580 33	200 00				200 00	1,980 33
Kansas			148 35	99 30	247 65		4 05						4 05
Kentucky		1,223 96	244 77		1,468 73		347 00	430 51			257 46	109 20	1,144 17
Louisiana, eastern district	1,255 00			3,700 00	4,955 00		2 50				1,000 00		1,002 50
Louisiana, western district			24 48		24 48		140 00						140 00
Maine	590 09			500 00	1,090 09	175 00	175 00	150 00				120 00	620 00
Maryland				1,464 60	1,464 60			275 00			10 00		285 00
Massachusetts	291 60			83 31	374 91		535 00				45 00	322 00	902 00
Michigan, eastern district						125 00						110 00	235 00
Michigan, western district			92 97	358 38	451 35	87 31	1,646 96				61 30	335 00	2,130 57
Minnesota			459 16	5,043 44	5,502 60			101 00		260 00		700 00	1,061 00
Mississippi, northern district							868 00						868 00
Mississippi, southern district	653 70		50 00	96 47	800 17		125 00	100 00			207 20	547 50	979 70
Missouri, eastern district		1,216 06			1,216 06		79 00			46 80			125 80
Missouri, western district							2,049 10	200 00			178 75	107 40	2,535 25
Montana				207 43	207 43							50 00	50 00

Nebraska				1,254 85	1,254 85		344 01				200 00	1,110 00	1,654 01
Nevada				315 90	315 90		1,100 00						1,100 00
New Hampshire													
New Jersey						20 00	1,000 00	100 00					1,120 00
New Mexico												337 35	337 35
New York, northern district						50 00	2,947 00	975 00	$75 00	135 00			4,182 00
New York, southern district	3,428 03	67,296 63		2,021 32	72,745 98	750 00	1 00	300 00					1,051 00
New York, eastern district	17 06	314 95			332 01			125 00					125 00
North Carolina, eastern district			283 76		283 76								
North Carolina, western district		134 80		737 15	871 95		1,600 00					106 39	1,706 39
Ohio, northern district	250 00			390 58	640 58		655 00	10 00	50 00		200 00	100 00	1,015 00
Ohio, southern district			202 50	549 54	752 04			845 29				70 00	915 29
Oregon				2,768 15	2,768 15		180 00	20 00		392 00		210 00	802 00
Pennsylvania, eastern district	560 16	100 00			660 16		10 00	400 00				265 00	675 00
Pennsylvania, western district		91 80	38 84	1,000 00	1,130 64			110 00					110 00
Rhode Island													
South Carolina		77 95			77 95								
Tennessee, eastern district													
Tennessee, middle district							5,273 14						5,273 14
Tennessee, western district							335 92	141 15	613 45			124 16	1,214 68
Texas, northern district				10 00	10 00		61 00	100 00				244 00	405 00
Texas, eastern district							500 00	50 00					550 00
Texas, western district	233 31		872 77		1,106 08	21 00	48 00	351 00				61 00	481 09
Utah												32,102 83	32,102 83
Vermont	35 92				35 92	232 52	442 29	1,200 00					1,874 81
Virginia, eastern district	352 73	72 61		500 01	925 35			525 00					525 00
Virginia, western district		801 13			801 13			150 00					150 00
Washington Territory	43,703 32		5 00	891 61	44,599 93								
West Virginia				1,109 45	1,109 45	81 15	1,171 03	150 00			222 70	495 93	2,120 81
Wisconsin, eastern district							500 00	450 50				240 00	1,190 50
Wisconsin, western district							200 00	50 00	*825 00			150 00	1,225 00
Wyoming													
Total	76,157 19	76,064 68	18,388 38	30,962 11	202,172 36	2,413 84	31,331 96	12,866 74	1,563 45	1,620 50	3,376 18	56,968 61	110,141 28

*Naturalization laws.

EXHIBIT C 1.—*Statement of the amounts arising from civil suits to which the United States was a party, &c.*—Continued.

Districts.	Amounts realized on fines, forfeitures, and penalties imposed in former years.						Amounts realized on judgments obtained in former years.					Amounts realized during the year by compromise, and otherwise, included in the foregoing.				
	Customs.	Internal revenue.	Post-office.	Pension laws.	Miscellaneous.	Total.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Total.	Customs.	Internal revenue.	Post-office.	Miscellaneous.	Total.
Alabama, northern district																
Alabama, middle district								$272 66			$272 66					
Alabama, southern district																
Alaska																
Arkansas, eastern district																
Arkansas, western district																
Arizona															$600 00	$600 00
California							$1,000 00				1,000 00		$12,600 00		2,000 00	14,600 00
Colorado										$169 11	169 11				89 45	89 45
Connecticut																
Dakota										1,300 00	1,300 00					
Delaware																
District of Columbia										32,681 91	32,681 91				160 25	160 25
Florida, northern district																
Florida, southern district																
Georgia, northern district								33 25			33 25		829 48	$127 47		956 95
Georgia, southern district															78 50	78 50
Idaho										21 00	21 00					
Illinois, northern district												$40 45	2,558 67			2,599 12
Illinois, southern district		$977 88	$1,170 25	$535 42	$128 38	$2,811 93										
Indiana					220 56	220 56							26 20	824 08	115 67	965 95
Iowa, northern district		837 36			171 70	1,009 06										
Iowa, southern district		3,989 61				3,989 61							5,100 00	634 60		5,734 60
Louisiana, eastern district																
Louisiana, western district																
Kansas										629 50	629 50			323 40	203 00	526 40
Kentucky			150 00	37 70		187 70		391 71	$68 72	1,140 00	1,600 43					
Maine												74 68				74 68
Maryland																
Massachusetts																
Michigan, eastern district																
Michigan, western district		100 00			300 00	400 00				621 65	621 65				1,434 37	1,434 37
Minnesota										945 29	945 29				1,724 63	1,724 63
Mississippi, northern district		25 00				25 00										
Mississippi, southern district								562 55	215 91		778 46					
Missouri, eastern district		26 00	100 00		25 00	151 00		3,561 06			3,561 06		748 89			748 89
Missouri, western district		60 09				60 09										

Montana																	
Nebraska		51 50				51 50											
Nevada																	
New Hampshire															881 50	881 50	
New Jersey												232 63	11,277 44		500 00	12,010 07	
New Mexico																	
New York, northern district																	
New York, southern district												8,918 16	38,922 44	160 42	25,220 64	73,221 66	
New York, eastern district													1,709 60			1,709 69	
North Carolina, eastern district								34 97		34 97							
North Carolina, western district									200 00	200 00			151 57		30 40	181 97	
Ohio, northern district							282 66			282 66					1,100 00	1,100 00	
Ohio, southern district													700 00		400 00	1,100 00	
Oregon																	
Pennsylvania, eastern district												1,345 10	350 00		210 18	1,905 28	
Pennsylvania, western district													2,700 00			2,700 00	
Rhode Island																	
South Carolina													225 00			225 00	
Tennessee, eastern district				50 00		50 00	51 05			51 05							
Tennessee, middle district		569 36				569 36	1,782 15	160 20		1,942 35			2,654 88			2,654 88	
Tennessee, western district		103 00				103 00									653 06	653 06	
Texas, northern district																	
Texas, eastern district																	
Texas, western district																	
Utah					900 00	900 00									2,000 00	2,000 00	
Vermont																	
Virginia, eastern district																	
Virginia, western district																	
Washington Territory										1,108 79	1,108 79						
West Virginia	$52 50	694 00				746 50				1,000 00	1,000 00						
Wisconsin, eastern district																	
Wisconsin, western district																	
Wyoming										1,770 00	1,770 00						
Total	52 50	7,433 80	1,420 25	623 12	1,745 64	11,275 31	1,000 00	6,937 09	479 80	41,587 25	50,004 14	10,611 02	80,554 17	2,148 47	37,323 15	130,636 81	

EXHIBIT D.—*Statement showing the number of civil suits, to which the United States was not a party, commenced and terminated in the circuit and district courts of the United States during the fiscal year ending June* 30, 1886, *with the number pending July* 1, 1886.

Districts.	Number commenced during the fiscal year ending June 30, 1886.			Number terminated during the fiscal year ending June 30, 1886.								Number pending July 1, 1886.		
				Admiralty.				Other suits.						
	Admiralty.	Other suits.	Total.	Judgments for plaintiff.	Judgments for defendant.	Dismissed or discontinued.	Total.	Judgments for plaintiff.	Judgments for defendant.	Dismissed or discontinued.	Total.	Admiralty.	Other suits.	Total.
Alabama, northern district	.....	57	57	.....	.....	.....	.....	48	.....	6	54	.....	79	79
Alabama, middle district	.....	84	84	.....	.....	.....	.....	45	8	39	92	.....	.....	.....
Alabama, southern district	17	20	37	6	.....	3	9	13	.....	7	20	14	22	36
Alaska	3	24	27	2	.....	.....	2	9	6	10	25	1	13	14
Arizona	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arkansas, eastern district	.....	296	296	1	.....	.....	1	91	51	.....	142	.....	154	154
Arkansas, western district	.....	46	46	.....	.....	.....	.....	32	1	4	37	.....	101	101
California	53	204	257	8	4	27	39	36	61	133	230	76	218	294
Colorado	.....	233	233	.....	.....	.....	.....	75	24	124	223	.....	401	401
Connecticut	14	49	63	4	.....	6	10	8	12	23	43	12	352	364
Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware	44	14	58	4	1	33	38	1	3	6	10	29	32	52
District of Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida, northern district	43	64	107	37	.....	.....	37	35	4	22	61	6	38	44
Florida, southern district	68	2	70	75	1	4	80	1	.....	.....	1	1	5	6
Georgia, northern district	.....	104	104	.....	.....	.....	.....	54	9	47	110	.....	120	120
Georgia, southern district	5	119	124	5	.....	1	6	61	7	44	112	3	164	167
Idaho	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois, northern district	87	519	606	58	6	10	74	230	42	309	581	238	1,762	2,000
Illinois, southern district	.....	222	222	.....	.....	.....	.....	139	2	27	168	.....	375	375
Indiana	2	178	180	2	.....	.....	2	94	21	55	170	.....	345	345
Iowa, northern district	2	167	169	9	.....	1	10	52	22	96	170	5	248	253
Iowa, southern district	.....	298	298	.....	.....	.....	.....	136	39	39	214	.....	712	712
Kansas	.....	507	507	.....	.....	.....	.....	172	10	170	352	.....	369	369
Kentucky	20	68	88	10	2	4	16	30	15	4	49	4	93	97
Louisiana, eastern district	1 0	287	387	34	11	27	72	176	21	82	279	740	380	1,120
Louisiana, western district	6	64	70	4	.....	2	6	13	6	37	56	7	80	87
Maine	33	31	64	14	2	11	27	8	5	18	31	6	135	141
Maryland	108	119	227	34	27	50	111	46	27	64	137	65	124	189
Massachusetts	75	263	338	36	8	25	69	79	52	142	273	158	1,794	1,952
Michigan, eastern district	443	230	673	404	8	.....	412	82	33	29	144	.....	.....	.....

Michigan, western district	28	158	186	14	3	.....	17	41	80	4	125	64	947	1,011
Minnesota	2	187	189	.....	.....	1	1	87	30	43	160	1	385	386
Mississippi, northern district	.....	98	98	.....	.....	.....	.....	58	10	13	81	.....	107	107
Mississippi, southern district	7	116	123	2	1	1	4	95	5	35	135	6	148	154
Missouri, eastern district	10	304	314	15	.....	1	16	155	69	41	265	2	247	249
Missouri, western district	13	233	246	13	.....	.....	13	136	27	124	287	.....	383	383
Montana	.....	16	16	.....	.....	.....	.....	1	1	3	5	.....	14	14
Nebraska	.....	434	434	.....	.....	.....	.....	276	36	104	416	.....	397	397
Nevada	.....	21	21	.....	.....	.....	.....	3	.....	7	10	.....	47	47
New Hampshire	1	28	29	.....	.....	.....	.....	6	5	6	17	1	76	77
New Jersey	117	94	211	78	.....	42	120	21	11	16	48	96	406	502
New Mexico	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, northern district	52	241	293	7	7	26	40	32	22	64	118	111	4,813	4,924
New York, southern district	489	484	973	101	6	222	329	41	37	*202	280	739	5,979	6,718
New York, eastern district	184	80	264	32	17	59	108	3	2	4	9	1,003	820	1,823
North Carolina, eastern district	2	22	24	3	.....	.....	3	16	8	3	27	.....	18	18
North Carolina, western district	.....	50	50	.....	.....	.....	.....	16	7	4	27	.....	89	89
Ohio, northern district	20	71	91	3	.....	13	16	19	6	145	170	17	233	250
Ohio, southern district	8	232	240	7	4	.....	11	91	118	.....	209	14	634	648
Oregon	17	72	89	7	3	3	13	23	11	20	54	6	150	156
Pennsylvania, eastern district	62	283	345	16	12	36	64	48	29	132	209	58	980	1,038
Pennsylvania, western district	47	183	230	16	6	13	35	24	9	28	61	52	125	177
Rhode Island	11	20	31	1	.....	7	8	19	6	9	34	5	102	107
South Carolina	13	66	79	2	.....	10	12	33	11	23	67	12	83	95
Tennessee, eastern district	6	26	32	5	.....	1	6	14	4	12	30	1	37	38
Tennessee, middle district	2	22	24	1	.....	.....	1	11	4	8	23	1	30	31
Tennessee, western district	5	90	95	1	.....	1	2	32	3	20	55	28	109	137
Texas, northern district	.....	345	345	.....	.....	.....	.....	146	20	119	285	.....	320	320
Texas, eastern district	5	138	143	6	2	.....	8	73	14	46	133	10	204	214
Texas, western district	.....	83	83	.....	.....	.....	.....	41	16	33	90	.....	112	112
Utah	.....	491	491	.....	.....	.....	.....	274	38	65	377	.....	372	372
Vermont	.....	19	19	.....	.....	.....	.....	9	.....	18	27	.....	56	56
Virginia, eastern district	54	65	119	33	3	13	49	17	7	18	42	22	65	87
Virginia, western district	.....	42	42	.....	.....	.....	.....	14	3	7	24	.....	205	205
Washington Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Virginia	.....	357	357	.....	.....	.....	.....	15	42	.....	57	.....	391	391
Wisconsin, eastern district	17	62	79	5	2	14	21	34	17	33	84	13	205	218
Wisconsin, western district	.....	70	70	.....	.....	.....	.....	21	2	13	36	.....	254	254
Wyoming	.....	459	459	.....	.....	.....	.....	182	21	127	330	.....	178	178
Total	2,295	10,631	12,326	1,115	136	667	1,918	3,893	1,212	3,086	8,191	3,618	27,837	31,455

* 77 terminated by decree or order.

EXHIBIT D (SUPPLEMENT).—*Statement of the amounts of judgments in civil suits to which the United States was not a party, in the circuit and district courts of the United States during the fiscal year ending June* 30, 1886.

Districts.	Amount of judgments for plaintiff.			Amount of judgments for defendant.		
	Admiralty.	Other suits.	Total.	Admiralty.	Other suits.	Total.
Alabama, northern	.....	$77,622 75	$77,622 75	.....	.....	.....
Alabama, middle	.....	49,382 96	49,382 96	.....	.....	.....
Alabama, southern	$5,210 00	37,673 78	42,883 78	.....	.....	.....
Alaska	493 25	10,155 25	10,648 50	.....	.....	.....
Arkansas, eastern	100 00	310,917 19	311,017 19	.....	$1,835 00	$1,835 00
Arkansas, western	.....	61,994 67	61,994 67	.....	.....	.....
Arizona	.....	.....	.....	.....	.....	.....
California	3,897 77	195,010 56	198,908 33	$22 50	2,156 02	2,178 52
Colorado	.....	213,993 37	213,993 37	.....	.....	.....
Connecticut	1,832 00	21,277 70	23,109 70	.....	300 55	300 55
Dakota	.....	.....	.....	.....	.....	.....
Delaware	2,001 59	762 97	2,764 56	241 40	168 60	410 00
District of Columbia	.....	.....	.....	.....	.....	.....
Florida, northern	27,782 50	51,823 19	79,605 69	.....	.....	.....
Florida, southern	77,485 54	1,115 91	78,601 45	.....	.....	.....
Georgia, northern	.....	69,774 00	69,774 00	.....	4,700 97	4,700 97
Georgia, southern	1,752 70	155,721 08	157,473 78	.....	578 31	578 31
Idaho	.....	.....	.....	.....	.....	.....
Illinois, northern	49,807 57	3,468,185 75	3,517,993 32	414 58	225 40	639 98
Illinois, southern	.....	2,052,000 00	2,052,000 00	.....	.....	.....
Indiana	530 00	8,085,243 44	8,085,773 44	.....	10 00	10 00
Iowa, northern	1,552 19	90,710 84	92,263 03	.....	53,193 18	53,193 18
Iowa, southern	.....	173,586 47	173,586 47	.....	.....	.....
Kansas	.....	372,754 82	372,754 82	.....	3,657 00	3,657 00
Kentucky	2,615 00	57,942 17	60,557 17	.....	.....	.....
Louisiana, eastern	124,253 21	557,966 13	682,219 34	11,561 25	2,949 22	14,510 47
Louisiana, western	1,908 40	14,535 63	16,444 03	.....	.....	.....
Maine	4,534 17	11,944 14	16,478 31	.....	.....	.....
Maryland	104,960 00	156,703 72	261,663 72	.....	.....	.....
Massachusetts	78,823 36	147,506 29	226,329 65	27 50	1,700 00	1,727 50
Michigan, eastern	90,528 57	33,456,071 11	33,546,599 68	.....	.....	.....
Michigan, western	2,394 72	89,291 24	91,685 96	101 66	1,750 74	1,852 40
Minnesota	.....	431,457 39	431,457 39	.....	1,811 81	1,811 81
Mississippi, northern	.....	1,164,528 36	1,164,528 36	.....	5,000 00	5,000 00
Mississippi, southern	1,027 45	309,634 92	310,662 37	.....	20,603 59	20,603 59
Missouri, eastern	1,932 00	790,812 41	792,744 41	.....	.....	.....
Missouri, western	1,030 00	660,014 80	661,044 80	.....	.....	.....
Montana	.....	.....	.....	.....	.....	.....
Nebraska	.....	703,277 51	703,277 51	.....	4,623 17	4,623 17
Nevada	.....	15,970 18	15,970 18	.....	.....	.....
New Hampshire	.....	1,600,072 38	1,600,072 38	.....	.....	.....
New Jersey	26,227 14	389,171 78	415,398 92	.....	548 00	548 00
New Mexico	.....	.....	.....	.....	.....	.....
New York, northern	3,801 74	56,504 73	60,306 47	61 54	3,712 26	3,773 80
New York, southern	84,998 81	150,968 40	235,967 21	625 28	4,906 39	5,531 67
New York, eastern	27,654 85	31,802 10	59,456 95	3,528 96	1,829 53	5,358 49
North Carolina, eastern	3,905 50	18,909 45	22,814 95	.....	45 57	45 57
North Carolina, western	.....	13,185 59	13,185 59	.....	.....	.....
Ohio, northern	1,122 59	79,632 76	80,755 35	.....	23,615 23	23,615 23
Ohio, southern	16,268 15	216,841 86	233,110 01	29 32	5,738 54	5,767 86
Oregon	76,658 35	239,221 07	315,879 42	98 22	241 00	339 22
Pennsylvania, eastern	26,738 04	264,680 32	291,418 36	.....	.....	.....
Pennsylvania, western	13,468 77	72,601 12	86,069 89	.....	.....	.....
Rhode Island	268 77	44,380 11	44,648 88	.....	435 94	435 94
South Carolina	.....	297,120 17	297,120 17	.....	567 64	567 64
Tennessee, eastern	3,860 00	16,505,147 52	16,509,007 52	.....	.....	.....
Tennessee, middle	.....	29,750 13	29,750 13	.....	451 56	451 56
Tennessee, western	935 00	96,000 00	96,935 00	.....	.....	.....
Texas, northern	.....	503,182 44	503,182 44	.....	4,027 23	4,027 23
Texas, eastern	4,336 62	203,656 54	207,993 16	.....	.....	.....
Texas, western	.....	29,219 38	29,219 38	.....	1,217 97	1,217 97
Utah	.....	343,771 77	343,771 77	.....	3,177 97	3,177 97
Vermont	.....	68,460 25	68,460 25	.....	.....	.....
Virginia, eastern	16,905 41	51,941 87	68,847 28	1,500 00	.....	1,500 00
Virginia, western	.....	72,699 84	72,699 84	.....	5,031 77	5,031 77
Washington Territory	.....	.....	.....	.....	.....	.....
West Virginia	.....	284,285 90	284,285 90	.....	.....	.....
Wisconsin, eastern	1,794 45	82,010 87	83,805 32	139 93	2,112 12	2,252 05
Wisconsin, western	.....	52,845 89	52,845 89	.....	8,295 00	8,295 00
Wyoming	.....	103,806 89	103,806 89	.....	1,242 28	1,242 28
Total	895,396 18	75,969,233 83	76,864,630 01	18,352 14	172,459 56	190,811 70

EXHIBIT E.—*Tabular statement of causes heretofore disposed of, and also of those now pending in the Court of Claims.*

Years.	Number of suits brought in each year.			Number of suits closed by report * or judgment † each year.					Suits pending of the number brought in each year aforesaid.		Recovery by United States on counter-claims.
	Number of suits.	Amount claimed.	Number of cases in which amount is not stated in petition or petition received.	Number for claimants.	Amount claimed.	Amount of recovery.	Number for defendants.	Amount claimed.	Number of suits pending.	Amount claimed.	
1855	464	$5,910,801 84	142	.....	.....	.....	.....	.....	.....	.....	.....
1856	320	3,944,813 15	76	25	$370,301 99	$312,324 54	29	$167,314 86	.....	.....	.....
1857	823	3,499,058 55	31	58	254,177 20	144,924 02	49	1,180,239 94	.....	.....	.....
1858	173	1,382,158 05	83	5	179,982 73	46,858 22	31	547,001 70	.....	.....	.....
1859	40	958,867 11	21	8	76,386 13	35,539 36	53	2,187,535 86	.....	.....	.....
1860	35	953,480 63	16	10	401,541 37	89,821 04	26	302,113 71	.....	.....	.....
1861	7	380,970 92	4	4	11,168 75	8,369 00	9	195,961 96	.....	.....	.....
1862	17	110,381 75	5	6	159,324 45	48,302 05	.....	.....	.....	.....	.....
1863	114	2,103,503 43	2	1	(‡)	(§)	406	3,081,662 78	.....	.....	.....
1864	151	1,614,914 37	13	5	180,801 60	73,402 32	330	4,041,952 45	.....	.....	.....
1865	46	1,347,540 17	2	8	245,885 28	126,704 14	23	630,860 76	.....	.....	.....
1866	361	6,593,772 77	234	18	247,218 74	133,960 90	206	2,146,404 13	.....	.....	.....
1867	488	13,086,344 14	1	50	2,005,951 94	872,863 01	114	1,288,092 75	.....	.....	.....
1868	745	27,938,800 48	10	98	1,466,883 07	782,620 40	24	591,630 45	.....	.....	.....
1869	2,344	6,794,619 64	6	49	1,411,570 31	855,326 21	72	1,070,004 69	.....	.....	.....
1870	161	4,055,730 42	46	114	1,568,154 57	1,035,152 43	53	2,241,739 04	.....	.....	$1,647 58
1871	114	3,269,867 96	1	65	1,578,968 13	1,161,615 53	36	968,931 63	.....	.....	.....
1872	450	8,981,125 45	2	132	2,831,172 55	2,028,865 50	17	461,429 21	.....	.....	.....
1873	1,125	5,090,165 51	2	1,528	5,775,255 42	3,627,957 21	30	696,283 32	.....	.....	.....
1874	2,180	30,849,722 12	14	731	1,645,580 81	998,622 30	65	1,119,713 10	.....	.....	.....
1875	738	3,971,371 59	30	234	4,035,542 57	2,949,136 09	59	2,850,959 23	2	$850,750 00	.....
1876	592	3,302,910 55	9	27	1,524,476 29	1,126,726 10	2,431	13,783,158 91	2	412,051 38	4,419 39
1877	397	8,015,936 99	1	32	472,561 84	203,710 14	438	10,461,033 18	.....	.....	6,106 53
1878	102	4,339,622 11	.....	65	324,147 75	189,697 92	2,497	39,625,379 94	1	82,830 00	.....
1879	164	2,313,318 49	.....	41	1,217,134 43	412,163 19	156	13,763,582 69	4	1,538,683 93	618,627 73
1880	256	839,702 64	.....	190	935,346 11	331,742 89	1,305	2,340,122 95	3	3,007 34	.....
1881	418	17,773,362 73	1	51	1,721,283 12	854,354 50	166	4,241,011 39	3	31,300 00	.....
1882	584	1,445,819 83	234	31	370,345 14	178,016 48	376	3,754,377 17	30	100,337 67	.....
1883	813	10,099,967 63	44	32	881,015 44	468,998 13	224	3,017,721 82	209	4,019,850 01	.....
1884	286	7,844,611 89	11	65	722,630 22	217,331 88	79	2,266,977 75	162	2,462,306 99	29,002 11
1885	200	3,670,323 76	13	172	328,371 32	184,231 58	763	12,470,852 48	105	2,872,522 73	1,631,078 63
1886	630	16,125,309 30	270	394	16,996,553 29	967,568 81	31	709,874 46	482	3,921,072 91	.....
Total....	15,341	208,608,895 97	1,324	4,249	49,939,732 56	20,376,925 89	10,089	132,203,924 31	1,003	16,294,712 96	2,290,881 97

* The act organizing the Court of Claims was passed February 4, 1855 (10 Stats., 612), by which the court was directed to hear and determine claims and report the cases and facts to Congress, with their opinion. † On the 3d of November, 1863 (12 Stats., 765), the said act was amended and the court authorized to render final judgments, with right of appeal to the Supreme Court of the United States. ‡ No amount claimed. § Judgment for land scrip.

EXHIBIT F.—*General statement of all the appropriations placed under the Department of Justice which were available, and those from which payments were made, during the fiscal year ending June* 30, 1886, *as required by section* 3, *act approved June* 30, 1879.

Expenses of the United States courts, 1879 and prior years:		
Repayments during fiscal year	$1,883 00	
To surplus fund, June 30, 1886		$1,883 00
Fees of jurors, United States courts, 1880:		
Balance of appropriation, act of March 3, 1883	$242 10	
Payments during fiscal year	242 10	
Miscellaneous expenses, United States courts, 1880:		
Balance of appropriation, act of March 3, 1883	$458 08	
Payments during fiscal year	458 08	
Balance of appropriation, fees and expenses of marshals, United States courts, 1881 and prior years:		
Balance July 1, 1885	$16,222 83	
Balance July 1, 1886		16,222 83
Balance of appropriation, fees of clerks, United States courts, 1881 and prior years:		
Balance July 1, 1885	$18 35	
Balance July 1, 1886		18 35
Balance of appropriation, fees of commissioners, United States courts, 1881 and prior years:		
Balance July 1, 1885	$184 70	
Balance July 1, 1886		184 70
Balance of appropriation, fees of witnesses, United States courts, 1881 and prior years:		
Balance July 1, 1885	$3,964 43	
Payments during fiscal year	23 40	
Balance July 1, 1886		3,941 03
Balance of appropriation, support of prisoners, United States courts, 1881 and prior years:		
Balance July 1, 1885	$745 55	
Balance July 1, 1886		745 55
Balance of appropriation, miscellaneous expenses, United States courts, 1881 and prior years:		
Balance July 1, 1885	$892 72	
Balance July 1, 1886		892 72
Special deputy marshals at Congressional elections, 1881 and prior years:		
Repayments during fiscal year	$10 00	
To surplus fund, June 30, 1886		10 00
Balance of appropriation, fees and expenses of marshals, United States courts, 1882 and prior years:		
Balance July 1, 1885	$1,774 13	
Balance July 1, 1886		1,774 13
Balance of appropriation, support of prisoners, United States courts, 1882 and prior years:		
Balance July 1, 1885	$130 00	
Balance July 1, 1886		130 00

Balance of appropriation, miscellaneous expenses, United States courts, 1882 and prior years:		
Balance July 1, 1885	$90 00	
Balance July 1, 1886		$90 00
Fees and expenses of marshals, United States courts, 1883 and prior years:		
Repayments during fiscal year	$1,331 61	
To surplus fund, June 30, 1886		1,331 61
Fees of clerks, United States courts, 1883 and prior years:		
Repayments during fiscal year	$71 90	
To surplus fund, June 30, 1886		71 90
Fees of jurors, United States courts, 1883 and prior years:		
Repayments during fiscal year	$2,230 57	
To surplus fund, June 30, 1886		2,230 57
Fees of witnesses, United States courts, 1883 and prior years:		
Repayments during fiscal year	$1,953 92	
To surplus fund, June 30, 1886		1,953 92
Support of prisoners, United States courts, 1883 and prior years:		
Repayments during fiscal year	$1,689 40	
To surplus fund, June 30, 1886		1,689 40
Miscellaneous expenses, United States courts, 1883 and prior years:		
Repayments during fiscal year	$2,069 60	
To surplus fund, June 30, 1886		2,069 60
Salaries, Department of Justice, 1883 and prior years:		
Repayments during fiscal year	$946 67	
To surplus fund, June 30, 1886		946 67
Salaries of employés, court-house, Washington, D. C., 1883 and prior years:		
Repayments during fiscal year	$216 68	
To surplus fund, June 30, 1886		216 68
Furniture and carpets, court-house, Washington, D. C., 1883 and prior years:		
Repayments during fiscal year	$87 94	
To surplus fund, June 30, 1886		87 94
Contingent expenses, Department of Justice, miscellaneous items, 1883 and prior years:		
Repayments during fiscal year	4 40	
To surplus fund, June 30, 1886		4 40
Balance of appropriation, fees of district attorneys, United States courts, 1883:		
Balance July 1, 1885	$2,348 88	
Payments during fiscal year	2,348 88	
Balance of appropriation, fees of clerks, United States courts, 1883:		
Balance July 1, 1885	$13,406 34	
Balance July 1, 1886		13,406 34
Balance of appropriation, fees of commissioners, United States courts, 1883:		
Balance July 1, 1885	$927 23	
Payments during fiscal year	282 80	
Balance July 1, 1886		644 43
Balance of appropriation, fees of witnesses, United States courts, 1883:		
Balance July 1, 1885	$1,000 00	
Payments during fiscal year	1,000 00	

Balance of appropriation, fees and expenses of marshals, United States courts, 1884:		
Balance July 1, 1885	$16,726 37	
Repayments during fiscal year	4,904 45	
	21,630 82	
Payments during fiscal year	19,157 67	
Balance July 1, 1886		$2,473 15
Balance of appropriation, fees of district attorneys, United States courts, 1884:		
Balance July 1, 1885	$27 51	
Balance July 1, 1886		27 51
Balance of appropriation, fees of clerks, United States courts, 1884:		
Balance July 1, 1885	$10,852 23	
Repayments during fiscal year	346 20	
	11,198 43	
Payments during fiscal year	298 15	
Balance July 1, 1886		10,900 28
Balance of appropriation, fees of commissioners, United States courts, 1884:		
Balance July 1, 1885	$2,583 09	
Payments during fiscal year	866 20	
Balance July 1, 1886		1,716 89
Balance of appropriation, fees of jurors, United States courts, 1884:		
Balance July 1, 1885	$59,984 10	
Repayments during fiscal year	314 07	
	60,298 17	
Payments during fiscal year	2 60	
Balance July 1, 1886		60,295 57
Balance of appropriation, fees of witnesses, United States courts, 1884:		
Balance July 1, 1885	$25,285 91	
Repayments during fiscal year	153 99	
	25,439 90	
Payments during fiscal year	5,092 95	
Balance July 1, 1886		20,346 95
Balance of appropriation, support of prisioners, United States courts, 1884:		
Balance July 1, 1885	$65,110 32	
Repayments during fiscal year	1,605 37	
	66,715 69	
Payments during fiscal year	4,513 80	
Balance to surplus fund June 30, 1886		62,201 89
Balance of appropriation, miscellaneous expenses, United States courts, 1884:		
Balance July 1, 1885	$31,978 26	
Repayments during fiscal year	1,210 10	
	33,188 36	
Payments during fiscal year	1,008 48	
Balance July 1, 1886		32,179 88
Salaries, Department of Justice, 1884:		
Balance July 1, 1885	1,901 18	
To surplus fund, June 30, 1886		1,901 18
Salaries of employés court-house, Washington, D. C., 1884:		
Balance July 1, 1885	30 00	
To surplus fund, June 30, 1886		30 00
Prosecution of crimes, 1884:		
Balance July 1, 1885	1,147 86	
To surplus fund, June 30, 1886		1,147 86

Balance of appropriation, defending suits in claims against the United States, 1884:		
Balance July 1, 1885	$1,144 89	
To surplus fund, June 30, 1886		$1,144 89
Balance of appropriation, support of convicts, 1884:		
Balance July 1, 1885	8,511 61	
Payments during fiscal year	285 00	
Balance to surplus fund, June 30, 1886		8,226 61
Balance of appropriation, punishing violations of intercourse acts and frauds, 1884:		
Balance July 1, 1885	$211 87	
To surplus fund, June 30, 1886		211 87
Balance of appropriation, prosecution and collection of claims, 1884:		
Balance July 1, 1885	$1,500 00	
Payments during fiscal year	50 00	
Balance to surplus fund, June 30, 1886		1,450 00
Balance of appropriation, expenses of Territorial courts in Utah, 1884:		
Balance July 1, 1885	$715 29	
Payments during fiscal year	452 25	
Balance July 1, 1886		263 04
Balance of appropriation, judgment, and costs in suit of L. P. Milligan:		
Balance, July 1, 1885	$802 16	
Payments during fiscal year	790 57	
Balance July 1, 1886		11 59
Balance of appropriation, fees, and expenses of marshals, United States courts, 1885:		
Balance July 1, 1885	$1,557 08	
Repayments during fiscal year	27,584 18	
	29,141 26	
Payments during fiscal year	29,097 34	
Balance July 1, 1886		43 92
Balance of appropriation, fees of district attorneys, United States courts, 1885:		
Balance, July 1, 1885	$81,606 09	
Payments during fiscal year	75,301 52	
Balance July 1, 1886		6,304 57
Balance of appropriation, fees of clerks, United States courts, 1885:		
Balance July 1, 1885	$35,877 70	
Repayments during fiscal year	481 93	
	36,359 63	
Payments during fiscal year	35,831 24	
Balance July 1, 1886		528 39
Balance of appropriation, fees of commissioners, United States courts, 1885:		
Balance July 1, 1885	$11,762 02	
Payments during fiscal year	11,762 02	
Balance of appropriation, fees of jurors, United States courts, 1885:		
Balance July 1, 1885	$1,355 27	
Repayments during fiscal year	33,375 57	
	34,728 84	
Payments during fiscal year	17,748 55	
Balance July 1, 1886		16,980 29
Balance of appropriation, fees of witnesses, United States courts, 1885:		
Balance July 1, 1885	$6,199 26	
Repayments during fiscal year	39,732 45	
	45,931 71	
Payments during fiscal year	39,727 66	
Balance July 1, 1886		6,204 05

Balance of appropriation, support of prisoners, United States courts, 1885:		
Balance July 1, 1885	$70,740 93	
Repayments during fiscal year	28,682 34	
	99,423 27	
Payments during fiscal year	37,769 53	
Balance July 1, 1886		$61,653 74
Balance of appropriation, rent of court-rooms, United States courts, 1885:		
Balance July 1, 1885	$8,650 63	
Payments during fiscal year	8,610 83	
Balance July 1, 1886		39 80
Balance of appropriation, miscellaneous expenses, United States courts, 1885:		
Balance July 1, 1885	$36,497 08	
Repayments during fiscal year	13,434 55	
	49,931 63	
Payments during fiscal year	14,970 69	
Balance July 1, 1886		34,960 94
Balance of appropriation, salaries, Department of Justice, 1885:		
Balance July 1, 1885	$1,759 00	
Balance July 1, 1886		1,759 00
Balance of appropriation, salaries of employés court-house, Washington, D. C., 1885:		
Balance July 1, 1885	$460 00	
Repayments during fiscal year	63 90	
Balance July 1, 1886		523 90
Balance of appropriation, prosecution of crimes, 1885:		
Balance July 1, 1885	$7,742 51	
Payments during fiscal year	291 40	
Balance July 1, 1886		7,451 11
Balance of appropriation, support of convicts, 1885:		
Balance July 1, 1885	$9,002 04	
Payments during fiscal year	364 14	
Balance July 1, 1886		8,637 90
Balance of appropriation, punishing violations of intercourse acts and frauds, 1885:		
Balance July 1, 1885	$1,439 04	
Balance July 1, 1886		1,439 04
Balance of appropriation, prosecution and collection of claims, 1885:		
Balance July 1, 1885	$500 00	
Payments during fiscal year	40 00	
Balance July 1, 1886		460 00
Balance of appropriation, compiling and printing laws, Territory of Alaska, 1885:		
Balance July 1, 1885	$96 62	
Balance July 1, 1886		96 62
Balance of appropriation, traveling expenses, Territory of Alaska, 1885:		
Balance July 1, 1885	$700 00	
Balance July 1, 1886		700 00
Balance of appropriation, uniform system of bookkeeping for United States courts, 1885:		
Balance July 1, 1885	$10,000 00	
Balance July 1, 1886		10,000 00

Balance of appropriation, support of insane convicts, 1885:		
Balance July 1, 1885	$936 00	
Payments during fiscal year	924 43	
Balance July 1, 1886		$11 57
Contingent expenses, Department of Justice, balance of appropriation, horses and wagons, 1885:		
Balance July 1, 1885	$100 00	
Balance July 1, 1886		400 00
Fees and expenses of marshals, United States courts, 1886:		
Appropriation, act of March 3, 1885	$675,000 00	
Repayments during fiscal year	8,666 17	
	683,666 17	
Payments during fiscal year	680,538 09	
Balance July 1, 1886		3,128 08
Fees of district attorneys, United States courts, 1886:		
Appropriation, act of March 3, 1885	$350,000 00	
Payments during fiscal year	266,869 40	
Balance July 1, 1886		83,130 60
Fees of clerks, United States courts, 1886:		
Appropriation, act of March 3, 1885	$175,000 00	
Payments during fiscal year	119,977 68	
Balance July 1, 1886		55,022 32
Fees of commissioners, United States courts, 1886:		
Appropriation, act of March 3, 1885	$100,000 00	
Payments during fiscal year	99,316 61	
Balance July 1, 1886		683 39
Fees of jurors, United States courts, 1886:		
Appropriation, act of March 3, 1885	$450,000 00	
Urgent deficiency appropriation, act of March 26, 1886	50,000 00	
Repayments during fiscal year	26,718 45	
	526,718 45	
Payments during fiscal year	524,416 90	
Balance July 1, 1886		2,301 55
Fees of witnesses, United States courts, 1886:		
Appropriation, act of March 3, 1885	$550,000 00	
Urgent deficiency appropriation, act of March 26, 1886	$135,000 00	
Repayments during fiscal year	13,896 20	
	698,896 20	
Payments during fiscal year	696,753 49	
Balance July 1, 1886		2,142 71
Support of prisoners, United States courts, 1886:		
Appropriation, act of March 3, 1885	$250,000 00	
Repayments during fiscal year	9,798 90	
	259,798 90	
Payments during fiscal year	256,362 86	
Balance July 1, 1886		3,436 04
Rent of court-rooms, United States courts, 1886:		
Appropriation, act of March 3, 1885	$50,000 00	
Payments during fiscal year	43,352 03	
Balance July 1, 1886		6,647 97

Miscellaneous expenses, United States courts, 1886:		
Appropriation, act of March 3, 1885	$300,000 00	
Repayments during fiscal year	8,718 92	
	308,718 92	
Payments during fiscal year	308,438 97	
Balance July 1, 1886		$279 95
Salaries, Department of Justice, 1886:		
Appropriation, act of March 3, 1885	$140,190 00	
Payments during fiscal year	139,325 80	
Balance July 1, 1886		864 20
Salaries of employés court-house, Washington, D. C., 1886:		
Appropriation, act of March 3, 1885	$11,760 00	
Repayments during fiscal year	109 90	
	11,869 90	
Payments during fiscal year	11,869 90	
Salary of warden of jail, District of Columbia, 1886:		
Appropriation, act of March 3, 1885	$1,800 00	
Payments during fiscal year	1,800 00	
Prosecution of crimes, 1886:		
Appropriation, act of March 3, 1885	$35,000 00	
Payments during fiscal year	26,859 25	
Balance July 1, 1886		8,140 75
Defending suits in claims against the United States, 1886:		
Appropriation, act of March 3, 1885	$12,000 00	
Payments during fiscal year	9,291 45	
Balance July 1, 1886		2,708 55
Repairs to court-house, Washington, D. C., 1886:		
Appropriation, act of March 3, 1885	$1,000 00	
Payments during fiscal year	1,000 00	
Support of convicts, 1886:		
Appropriation, act of March 3, 1885	$8,000 00	
Payments during fiscal year	847 96	
Balance July 1, 1886		7,152 04
Punishing violations of intercourse acts and frauds, 1886:		
Appropriation, act of March 3, 1885	$5,000 00	
Payments during fiscal year	3,014 05	
Balance July 1, 1886		1,985 95
Prosecution and collection of claims, 1886:		
Appropriation, act of March 3, 1885	$500 00	
Payments during fiscal year	343 31	
Balance July 1, 1886		156 69
Expenses of Territorial courts in Utah, 1886:		
Appropriation, act of March 3, 1885	$26,000 00	
Payments during fiscal year	22,868 00	
Balance July 1, 1886		3,132 00
Building Department of Justice, 1886:		
Appropriation, act of March 3, 1885	$300 00	
Payments during fiscal year	300 00	
Traveling expenses, Territory of Alaska, 1886:		
Appropriation, act of March 3, 1885	$1,500 00	
Payments during fiscal year	200 00	
Balance July 1, 1886		1,300 00

Rent and incidental expenses office of marshal, Territory of Alaska, 1886:		
Appropriation, act of March 3, 1885	$1,000 00	
Balance July 1, 1886		$1,000 00
Digest of opinions of Attorneys-General, 1886:		
Appropriation, act of March 3, 1885	$1,000 00	
Balance July 1, 1886		1,000 00
Contingent expenses, Department of Justice, furniture and repairs, 1886:		
Appropriation, act of March 3, 1885	$1,000 00	
Payments during fiscal year	1,000 00	
Books for Department library, 1886:		
Appropriation, act of March 3, 1885	$1,000 00	
Payments during fiscal year	1,000 00	
Books for office of solicitor, 1886:		
Appropriation, act of March 3, 1885	$500 00	
Payments during fiscal year	500 00	
Stationery, 1886:		
Appropriation, act of March 3, 1885	$1,900 00	
Payments during fiscal year	1,900 00	
Horses and wagons, 1886:		
Appropriation, act of March 3, 1885	$1,600 00	
Payments during fiscal year	450 00	
Balance July 1, 1886		1,150 00
Miscellaneous items, 1886:		
Appropriation, act of March 3, 1885	$7,160 00	
Payments during fiscal year	7,160 00	

EXHIBIT G 1.—*Expenses of United States courts incurred in the fiscal year* 1884 *and paid in the fiscal year* 1886.

Districts	Marshals.	Jurors.	Witnesses.	Support of prisoners.	Miscellaneous.	Clerks.	Commissioners.	Total.
Alabama, northern district	$4,025 17							$4,025 17
Alabama, middle district	46 30							46 30
Alabama, southern district							$37 05	37 05
Arizona	1,649 00						2 00	1,651 00
Arkansas, eastern district								
Arkansas, western district								
California					$150 00		34 70	184 70
Colorado							11 00	11 00
Connecticut			$5 00	$2 88		$5 00	39 00	51 88
Dakota	384 77		95 50				155 50	635 77
Delaware	10 00						15 50	25 50
District of Columbia							74 60	74 60
Florida, northern district			6 75					6 75
Florida, southern district								
Georgia, northern district	4,839 49		20	2,791 52				7,631 21
Georgia, southern district	672 11				421 40			1,093 51
Idaho							5 25	5 25
Illinois, northern district	473 58			75 50	109 50			658 58
Illinois, southern district				20 00				20 00
Indiana								
Iowa, northern district							1 75	1 75
Iowa, southern district	440 86		60	280 01	4 15		16 35	741 97
Kansas	784 91		9 90				28 55	823 36
Kentucky				23 00	30 00		60 25	113 25
Louisiana, eastern district								
Louisiana, western district								
Maine							14 40	14 40
Maryland			8 10				8 80	16 90
Massachusetts				2 25				2 25
Michigan, eastern district	177 89	$2 60			65			181 14
Michigan, western district							2 05	2 05
Minnesota	525 05			496 95			36 00	1,058 00
Mississippi, northern district								
Mississippi, southern district				1 25				1 25
Missouri, eastern district				70 65				70 65
Missouri, western district					15 00			15 00
New Jersey				43 77			13 95	57 72
New Mexico			45 20	121 00				166 20
New York, northern district				419 00	20 00		17 40	456 40
New York, southern district								
New York, eastern district							5 00	5 00
North Carolina, eastern district				18 00				18 00
North Carolina, western district			39 00				43 80	82 80
Ohio, northern district					25 00			25 00
Ohio, southern dictrict								
Pennsylvania, eastern district							47 15	47 15
Pennsylvania, western district								
Rhode Island								
South Carolina	71 88		4,863 10	84 80			15 00	5,034 78
Tennessee, eastern district	35 00		19 60	5 20			71 80	131 60
Tennessee, middle district								
Tennessee, western district								
Texas, northern district						230 10	20 25	250 35
Texas, eastern district								
Texas, western district	2,004 95				10 00	52 65		2,067 60
Utah								
Vermont								
Virginia, eastern district				12 00	222 78		26 50	261 28
Virginia, western district	3,016 71						8 40	3,025 11
Washington Territory				46 02		10 40		56 42
West Virginia							54 20	54 20
Wisconsin, eastern district								
Wisconsin, western district								
Wyoming								
Total	19,157 67	2 60	5,092 95	4,513 80	1,008 48	298 15	866 20	30,939 85

EXHIBIT G 2.—*Expenses of the United States courts incurred in the fiscal year* 1885 *and paid in the fiscal year* 1886.

Districts.	Marshals.	Jurors.	Witnesses.	Support of prisoners.	Miscellaneous.	Attorneys.	Clerks.	Commissioners.	Rent.	Total.
Alabama, northern district				$560 60				$15 75	$625 00	$1,201 35
Alabama, middle district	$2,011 48	$33 35		174 32	$16 00	$35 00	$1,659 30	156 80		4,086 25
Alabama, southern district	5 39			119 89	125 28	410 40		110 85		771 81
Alaska				96 75						96 75
Arizona	3,285 00	1,060 00	$2,110 00	1,264 00	1,025 00	410 00	450 50			9,604 50
Arkansas, eastern district	1,717 20	4,030 65	1,459 74	1,203 90	1,005 25	815 10	1,066 64	395 00		11,693 48
Arkansas, western district			57 00		77 68	1,190 00		27 90		1,352 58
California				731 45	407 50	2,400 00	1,159 00	338 05		5,036 00
Colorado					1,199 05	543 08	227 70	80 20	825 00	2,875 03
Connecticut	250 00		16 30	362 89	77 81	915 55		29 50		1,652 05
Dakota				30 00	28 55	500 00				558 55
Delaware	27 30				75 00	220 00	453 20	42 65		818 15
District of Columbia		4 00	18 75	352 00	628 26	2,081 94		43 10		3,128 05
Florida, northern district					141 17	753 40	16 75		425 00	1,336 32
Florida, southern district			10 45			170 00	263 10	35 55	250 00	729 10
Georgia, northern district		1 10	2,541 60	1,523 18	281 80	1,310 00	1,353 50	1,583 30		8,594 48
Georgia, southern district	1,822 60	15 50	5,215 15	2,596 20		45 00	446 50	156 20	250 00	10,547 15
Idaho		233 75	219 70	974 45		125 00	23 20			1,576 10
Illinois, northern district	10 00	57 40	116 10	531 85	1,122 66	1,489 30		145 10		3,472 41
Illinois, southern district			85 50	947 50	900 00	3,179 03	1,135 00			6,247 03
Indiana	1,359 30	994 30	449 15	973 20	219 90	2,009 00		108 00		6,112 85
Iowa, northern district	993 32					828 40		10 80		1,832 52
Iowa, southern district	1,466 85	208 70	483 71	69 00	372 58	475 00				3,075 84
Kansas	1,003 41		5,759 27	226 50	192 00	1,803 00	2,134 80	44 40		11,163 38
Kentucky	43 75		1,500 00	3,781 00	37 00	914 00	176 99	606 20		7,058 94
Louisiana, eastern district		3,904 00	250 00	200 00	1,076 56	1,295 00	1,529 45	304 30		8,559 31
Louisiana, western district				116 00	72 00	963 80		19 55		1,171 35
Maine				144 75		257 00	390 39	117 65		909 79
Maryland		219 90		454 50	298 52	730 00	448 45	228 40		2,379 77
Massachusetts	1,164 47			484 00	900 00	1,730 00				4,278 47
Michigan, eastern district				820 00		1,566 20	388 50	145 50		2,920 20
Michigan, western district	753 26	1,492 70	18 75	59 74	290 39	1,100 80		244 75	125 00	4,085 39
Minnesota	136 96	184 10	283 05	132 25	339 35	1,929 60		22 55		3,027 86
Mississippi, northern district						344 70	1,009 92		220 00	1,574 62
Mississippi, southern district			6 40	1 25		5 00				12 65
Missouri, eastern district		225 70	529 85	35 40	250 00	2,264 05	549 20	199 80		4,054 00
Missouri, western district	1,435 25	814 95	2,729 74	1,332 55	562 40	829 60	310 75	227 25	1,000 00	9,242 49
Montana				227 50	299 47	357 20	7 75		320 00	1,211 92
Nebraska	198 19		77 35	45 50	125 00	1,033 00	1,654 16	45 35		3,178 55
Nevada				318 00		40 00			300 00	658 00
New Hampshire				153 35		238 40			50 00	441 75
New Jersey	10 00			564 18		1,247 00	1,430 57	27 85		3,279 60
New Mexico	165 00	2,181 20	2,118 30	459 10	102 00	1,321 21	612 60			6,959 41

EXHIBIT G 2.—*Expenses of the United States courts incurred in the fiscal year* 1885 *and paid in the fiscal year* 1886—Continued.

Districts.	Marshals.	Jurors.	Witnesses.	Support of prisoners.	Miscellaneous.	Attorneys.	Clerks.	Commissioners.	Rent.	Total.
New York, northern district	$239 43	.....	.....	$2,910 60	$15 00	$2,719 40	$1,608 20	$1,393 70	$300 00	$9,186 33
New York, southern district	.....	$126 00	$125 00	1,543 66	1,516 84	6,281 70	634 65	303 05	.....	10,530 09
New York, eastern district	.....	.....	.....	.....	.....	1,034 19	.....	.....	833 33	1,867 52
North Carolina, eastern district	.....	.....	.....	10 57	.....	250 00	37 35	88 40	337 50	723 82
North Carolina, western district	3,056 56	110 80	4,963 00	683 60	.....	463 60	2,362 99	1,279 45	25 00	12,945 00
Ohio, northern district	.....	.....	.....	35 36	409 28	1,899 40	82 45	75 20	375 00	2,876 69
Ohio, southern district	199 94	.....	.....	184 05	125 00	1,394 00	.....	109 30	.....	2,012 29
Oregon	.....	.....	.....	1,617 63	.....	1,638 00	1,226 25	532 30	.....	5,014 18
Pennsylvania, eastern district	.....	1,164 50	.....	1,198 20	.....	3,030 00	870 55	400 50	.....	6,663 75
Pennsylvania, western district	.....	.....	7 90	40 00	.....	1,936 50	1,280 75	42 15	.....	3,307 30
Rhode Island	100 00	.....	.....	39 00	.....	331 40	.....	39 50	.....	509 90
South Carolina	1,919 33	.....	.....	1,979 95	26 25	906 00	335 30	33 82	.....	5,200 65
Tennessee, eastern district	2,743 34	.....	21 25	.....	.....	125 00	.....	.....	.....	2,889 59
Tennessee, middle district	.....	.....	1,422 50	472 00	.....	300 00	.....	1,009 75	.....	3,204 25
Tennessee, western district	200 00	441 40	100 00	200 00	112 00	1,594 35	2,118 40	219 55	500 00	5,485 70
Texas, eastern district	5 00	.....	.....	.....	6 52	.....	1,667 89	13 35	.....	1,692 76
Texas, northern district	.....	.....	.....	676 00	.....	533 60	.....	.....	500 00	1,709 60
Texas, western district	2,775 01	.....	3,450 00	1,500 00	250 00	900 20	.....	.....	600 00	9,475 21
Utah	.....	.....	.....	.....	.....	375 00	70 00	.....	400 00	845 00
Vermont	.....	.....	.....	858 01	.....	241 60	262 55	57 10	.....	1,419 26
Virginia, eastern district	.....	.....	.....	58 40	.....	1,069 00	1,586 64	106 15	.....	2,820 19
Virginia, western district	.....	.....	3,178 15	1,000 00	241 62	2,064 40	349 60	293 45	350 00	7,477 22
Washington Territory	.....	172 55	.....	.....	.....	1,374 60	326 25	97 10	.....	1,970 50
West Virginia	.....	.....	400 00	271 20	.....	2,635 50	1,479 58	26 55	.....	4,812 83
Wisconsin, eastern district	.....	.....	.....	46 07	10 00	758 80	.....	13 50	.....	828 37
Wisconsin, western district	.....	.....	.....	.....	10 00	1,306 52	485 32	115 85	.....	1,917 69
Wyoming Territory	.....	72 00	4 00	378 48	.....	264 00	148 60	.....	.....	867 08
Total	29,097 34	17,748 55	39,727 66	37,769 53	14,970 69	75,301 52	35,831 24	11,762 02	8,610 83	270,819 38

EXHIBIT G 3.—*Statement showing the expenses of the United States courts incurred in the fiscal year* 1886, *and paid in the fiscal year* 1886; *advances to marshals on requisitions and payments upon certificates from the Treasury Department.*

Districts.	Marshals.	Jurors.	Witnesses.	Support of prisoners.	Miscellaneous.	Attorneys.	Clerks.	Commissioners.	Rents.	Total.
Alabama, northern district	$20,500 00	$6,250 00	$20,000 00	$3,600 00	$1,840 00	$6,955 39	$4,510 65	$8,207 25	$1,875 00	$73,738 29
Alabama, middle district	16,100 00	3,900 00	10,900 00	500 00	1,448 00	.....	1,248 10	4,746 58	.....	38,842 68
Alabama, southern district	11,400 00	2,900 00	10,000 00	400 00	968 00	4,549 90	2,446 35	3,331 54	.....	35,995 79
Alaska	2,750 00	.....	.....	2,500 00	.....	.....	.....	.....	.....	5,250 00
Arizona	23,160 00	10,400 00	11,740 00	6,124 00	5,131 00	3,650 48	2,838 00	505 80	1,337 00	64,886 28
Arkansas, eastern district	12,000 00	8,000 00	9,000 00	5,000 00	5,270 00	2,848 60	982 50	271 15	.....	43,372 25
Arkansas, western district	37,000 00	23,970 00	93,758 00	18,000 00	14,680 00	5,412 59	4,996 23	4,625 35	.....	202,442 17
California	13,000 00	14,040 00	9,200 00	5,695 35	13,666 85	6,908 00	5,621 10	330 50	.....	68,461 80
Colorado	6,000 00	10,229 00	12,093 05	1,900 00	3,497 79	2,465 90	1,327 73	172 69	2,497 00	40,183 16
Connecticut	1,350 00	1,050 00	950 00	1,245 75	1,394 23	678 19	532 85	147 15	.....	7,348 17
Dakota	16,500 00	15,840 00	25,500 00	5,000 00	3,640 00	4,436 40	1,363 40	377 50	2,225 00	74,882 30
Delaware	2,056 93	1,984 00	1,065 00	562 00	1,635 94	680 00	654 80	.....	.....	8,638 67
District of Columbia supreme court	7,650 00	27,000 00	12,433 85	45,708 32	26,456 09	17,647 69	29 73	85 60	.....	137,011 28
United States Supreme Court	.....	.....	.....	.....	30,000 00	.....	.....	.....	.....	30,000 00
Florida, northern district	2,776 65	4,200 00	3,900 00	650 00	1,537 12	1,118 40	438 00	197 80	1,875 00	16,692 97
Florida, southern district	1,620 00	2,496 00	1,075 00	760 00	2,447 00	3,139 55	781 23	80 30	785 00	13,184 08
Georgia, northern district	36,861 05	7,100 00	19,100 00	9,268 03	7,547 11	8,128 00	7,544 58	10,117 95	.....	105,666 72
Georgia, southern district	8,000 00	4,500 00	8,597 00	2,000 00	3,592 00	2,327 70	3,373 85	1,594 00	750 00	34,734 55
Idaho	14,000 00	10,500 00	7,300 00	6,988 00	2,100 00	2,014 80	839 00	219 24	495 00	44,456 04
Illinois, northern district	7,343 38	9,180 00	4,710 00	1,644 80	6,341 00	6,490 00	.....	863 80	.....	36,572 98
Illinois, southern district	9,764 04	8,000 00	18,000 00	3,870 00	2,550 00	5,082 60	1,942 05	983 35	.....	50,192 04
Indiana	8,500 00	8,660 00	4,400 00	2,939 60	2,725 00	2,985 71	1,506 58	481 30	.....	32,198 19
Iowa, northern district	7,500 00	10,085 00	8,013 00	900 00	2,050 00	3,687 91	762 48	1,470 00	.....	34,468 39
Iowa, southern district	10,440 00	10,138 00	8,002 60	800 00	3,430 00	2,903 09	2,129 05	1,926 00	2,634 70	42,403 44
Kansas	6,983 26	6,305 00	12,056 00	3,306 25	1,751 00	4,148 78	2,771 00	1,016 11	150 00	38,487 40
Kentucky	16,500 00	10,000 00	22,400 00	4,541 80	1,920 00	5,931 75	2,487 41	2,279 30	.....	66,060 26
Louisiana, eastern district	8,500 00	7,324 00	4,869 00	760 00	9,320 10	2,060 00	624 65	704 50	.....	34,162 25
Louisiana, western district	3,730 00	5,700 00	3,863 00	300 00	2,183 00	645 00	714 95	50 05	950 00	18,136 00
Maine	4,000 00	3,536 00	3,032 02	1,512 50	2,544 22	1,218 00	1,033 09	827 45	.....	17,703 28
Maryland	5,500 00	3,500 00	2,000 00	2,032 70	4,832 00	2,435 00	783 20	65 60	.....	21,148 50
Massachusetts	8,000 00	13,000 00	9,000 00	5,027 74	5,525 00	4,128 74	.....	1,187 60	.....	45,868 48
Michigan, eastern district	6,400 00	5,000 00	1,000 00	2,585 00	3,841 25	2,344 60	859 80	721 60	.....	22,752 25
Michigan, western district	2,778 74	4,546 00	2,662 20	554 67	1,922 00	3,020 10	711 87	263 35	375 00	16,833 93
Minnesota	8,000 00	11,618 00	8,800 00	1,552 00	2,750 00	2,976 81	1,476 95	1,319 45	.....	38,493 21
Mississippi, northern district	4,800 00	9,176 00	6,535 30	400 00	2,120 00	2,884 60	1,141 20	14 55	640 00	27,711 65
Mississippi, southern district	4,630 00	10,962 00	6,600 00	1,000 00	1,848 00	704 00	919 86	9 70	.....	26,673 56
Missouri, eastern district	9,300 00	5,800 00	6,950 00	2,228 60	2,847 00	6,656 92	1,294 47	682 45	.....	35,759 44
Missouri, western district	16,250 00	11,530 00	24,400 00	4,093 05	3,541 00	5,201 60	2,808 20	2,717 40	1,953 20	72,494 45
Montana	4,500 00	5,760 00	3,520 00	4,800 00	3,215 00	2,136 40	838 31	26 60	420 00	25,216 31
Nebraska	7,650 00	8,500 00	7,950 00	1,487 00	3,254 30	3,307 15	1,770 95	207 70	.....	34,127 10
Nevada	2,269 00	800 00	1,331 00	1,012 00	600 00	1,260 40	.....	42 95	300 00	7,615 35

EXHIBIT G 3.—*Expenses of the United States courts incurred in the fiscal year* 1885 *and paid in the fiscal year* 1886, *&c.*—Continued.

Districts.	Marshals.	Jurors.	Witnesses.	Support of prisoners.	Miscellaneous.	Attorneys.	Clerks.	Commissioners.	Rents.	Total.
New Hampshire	$800 00	$1,450 00	$400 00	$1,061 70	$750 00	.....	$393 60	$74 50	$150 00	$5,079 80
New Jersey	3,700 00	3,860 00	3,780 00	2,706 00	2,278 00	$1,592 80	98 31	262 45	.....	18,277 56
New Mexico	11,500 00	9,460 00	6,300 00	3,200 00	2,870 00	2,925 00	1,479 20	74 85	248 50	38,057 55
New York, northern district	20,600 00	4,027 00	21,500 00	3,328 00	2,612 00	7,253 00	2,119 08	6,855 10	500 00	68,794 18
New York, eastern district	3,750 00	1,948 00	567 00	1,863 00	5,601 00	2,305 00	756 20	235 10	9,166 63	26,191 93
New York, southern district	7,438 50	5,700 00	1,700 00	5,457 00	17,212 20	20,883 63	765 00	335 85	.....	59,492 18
North Carolina, eastern district	2,500 00	2,109 90	2,000 00	1,202 00	762 00	2,100 56	494 26	388 35	1,012 50	12,569 57
North Carolina, western district	22,000 00	8,000 00	30,500 00	7,200 00	2,314 00	5,494 02	3,479 64	8,874 95	125 00	87,987 61
Ohio, northern district	4,500 00	7,900 00	3,500 00	1,988 35	4,260 00	1,553 60	2,205 06	706 05	1,125 00	27,738 06
Ohio, southern district	6,500 00	10,900 00	5,500 00	2,800 00	5,152 57	10,538 20	1,098 38	673 25	750 00	43,912 40
Oregon	17,880 00	3,500 00	5,000 00	5,226 26	3,999 00	4,471 61	3,524 79	1,774 25	.....	45,375 91
Pennsylvania, eastern district	3,500 00	6,185 00	2,218 00	4,380 50	3,630 00	5,980 00	695 00	528 30	.....	27,116 80
Pennsylvania, western district	12,050 00	16,337 00	12,700 00	3,962 30	3,639 00	6,542 50	2,372 90	742 57	.....	58,346 27
Rhode Island	1,942 00	1,386 00	200 00	765 00	3,508 00	115 00	939 50	86 90	.....	8,942 40
South Carolina	15,000 00	11,090 00	46,700 00	7,356 80	4,223 00	9,915 35	3,674 00	4,945 40	375 00	103,279 55
Tennessee, eastern district	19,056 00	5,500 00	17,745 00	2,090 00	800 00	6,986 51	4,352 26	5,929 70	.....	62,459 47
Tennessee, middle district	13,000 00	5,000 00	16,000 00	2,385 00	2,139 00	6,853 80	2,868 94	5,678 15	.....	53,924 89
Tennessee, western district	8,600 00	5,260 00	5,065 00	2,388 15	4,968 00	3,722 80	2,450 30	1,593 10	1,000 00	35,047 35
Texas, northern district	17,850 00	8,200 00	11,800 00	3,545 00	2,706 20	1,526 50	536 06	1,128 95	2,400 00	49,692 71
Texas, eastern district	9,250 00	12,500 00	11,000 00	1,150 00	4,300 00	3,076 30	3,053 90	518 10	1,225 00	46,073 30
Texas, western district	23,960 00	9,794 00	12,577 20	3,750 00	4,008 00	2,361 49	1,437 05	340 90	2,050 00	60,278 64
Utah	14,500 00	16,340 00	8,450 00	.....	5,291 00	543 18	1,557 95	1,114 85	2,700 00	50,496 98
Vermont	1,395 00	1,227 00	1,028 00	1,421 99	999 00	636 60	179 05	58 05	.....	6,944 69
Virginia, eastern district	3,935 00	6,500 00	4,300 00	1,341 00	5,100 00	2,682 67	1,533 40	87 05	.....	25,479 12
Virginia, western district	7,124 00	4,471 00	10,000 00	1,645 00	1,214 00	2,163 08	4,810 52	2,044 35	362 50	33,834 45
West Virginia	11,625 54	10,565 00	17,933 27	3,001 40	3,692 00	2,469 40	2,700 31	227 78	.....	52,214 70
Washington	6,500 00	9,792 00	4,109 00	11,250 00	7,440 00	2,034 20	1,974 85	206 00	.....	43,386 05
Wisconsin, eastern district	6,270 00	5,605 00	3,075 00	994 25	2,040 00	1,889 10	1,078 45	624 05	.....	21,495 85
Wisconsin, western district	5,649 00	5,179 00	3,450 00	725 00	1,569 00	2,143 00	442 10	274 80	.....	19,431 90
Wyoming	2,100 00	1,152 00	950 00	4,930 00	1,401 00	939 75	803 45	62 30	900 00	13,238 50
Total	680,538 09	524,416 90	696,753 49	256,362 86	308,438 97	266,869 40	119,977 68	99,316 61	43,352 03	2,996,026 03

EXHIBIT G 4.—PROSECUTION OF CRIMES.

1885.	Frank Strong:			
July 31.	For services and expenses as general agent, Department of Justice, from July 1 to 31, 1885, inclusive, as follows:			
	Thirty-one days' services, at $10 per day		$310 00	
	Telegraph bill during month		1 27	
				$311 27
	David A. Fisher:			
31.	For services and expenses as examiner, Department of Justice, from July 1 to 31, 1885, inclusive, as follows:			
	Thirty-one days' services, at $6 per day		186 00	
7.	Railroad fare, Washington, D. C., to Louisville, Ky., Pennsylvania Railroad		14 50	
	Sleeping-car, Washington, D. C., to Cincinnati, Ohio		3 00	
8.	Breakfast at Pittsburgh, Pa.		50	
	Sleeping-car porterage, Pittsburgh, Pa.		25	
	Dinner at Columbus, Ohio		75	
	Lunch at Cincinnati, Ohio		25	
10.	Board and lodging, Gault House, Louisville, Ky.		6 75	
	Railroad fare, Louisville to Des Moines, Iowa		17 35	
	Sleeping-car berth, Louisville to Chicago		2 00	
	Bus fare, Gault House to Jefferson, Madison and Indianapolis Railroad depot, Louisville, Ky.		50	
12.	Board and lodging, Atlantic Hotel, Chicago, Ill.		2 00	
	Sleeping-car berth, Chicago, Ill., to Des Moines, Iowa		2 50	
13.	Breakfast on train		75	
	Sleeping-car porterage, Des Moines, Iowa		25	
20.	Board and lodging, Aborn House, Des Moines, Iowa		14 50	
	Railroad fare, Des Moines to Keokuk, Iowa		4 90	
	Sleeping-car berth, Des Moines to Keokuk		1 50	
21.	Sleeping-car porterage, Keokuk		25	
	Telegram, Keokuk to Des Moines		20	
22.	Blank-book		20	
	Board and lodging at Patterson House, Keokuk, Iowa		3 50	
	Railroad fare, Keokuk, Iowa, to Des Moines, Iowa		4 90	
	Sleeping-car berth, Keokuk to Des Moines		1 50	
23.	Sleeping-car porterage, Keokuk to Des Moines		25	
31.	Board and lodging, Aborn House, Des Moines		17 50	
				286 55
	D. Ira Baker:			
31.	For services and expenses as examiner, Department of Justice, from July 9 to 31, 1885, inclusive, as follows:			
	Twenty-three days' services, at $8 per day		184 00	
17.	Hotel bill, Washington, D. C., Ebbitt House		33 00	
	Porter's fee, handling baggage		25	
	Self and baggage, hotel to depot, Washington, D. C.		50	
	Railroad fare, Washington, D. C., to Louisville, Ky		17 50	
	Sleeper, Washington, D. C., to Louisville, Ky.		4 00	
19.	Supper at Poughkeepsie, N. Y		75	
20	Breakfast at Buffalo, N. Y.		1 00	
	Dinner between Cleveland and Columbus, Ohio		75	
	Supper at Cincinnati, Ohio		1 00	
	Sleeping-car porterage to Louisville		25	
	Omnibus for self and baggage from depot to hotel, Louisville		50	
21.	Pencils and ink		45	
	Railroad guide to compute distances		60	
Aug. 1.	Hotel bill to date, Gault House, Louisville		39 00	
	Street-car fares in Louisville		2 70	
	Jurat to account		25	
				286 50

1885.	J. Monroe Heiskell:		
July 31.	For services and expenses as examiner, Department of tice, from July 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	$248 00	
10.	Meals at the Losekam, Washington, D. C., while awaiting orders from July 1 to 10, inclusive	8 70	
12.	Railroad fare from Baltimore to New York	5 30	
	Baggage and self to depot in Baltimore	1 00	
	Baggage and self to hotel in New York	1 25	
18.	Hotel bill, New York	22 30	
	Baggage and self to depot, New York	1 00	
	Railroad fare, New York to Trenton, N. J	1 75	
	Baggage and self to hotel, Trenton	75	
24.	Railroad fare, Trenton to Newark	1 44	
	Dispatch to district attorney	25	
25.	Railroad fare, Newark to Jersey City and return to Newark	30	
27.	Railroad fare, Newark to Trenton	1 44	
	Self to hotel in Trenton	50	
	Meals, Jersey City and Newark	4 50	
29.	Hotel bills, Trenton House and Windsor Hotel, Trenton	33 30	
	Railroad fare, Trenton to Wilmington, Del	1 55	
	Meals at Camden, N. J	2 00	
	Street-car fares, New York, Brooklyn, Jersey City, Newark, Trenton, and Camden, N. J	2 60	
	Jurat	25	
31.	Hotel bill, Clayton House, Wilmington, Del	2 50	
			$340 68
	James W. Nightingale:		
	For services as examiner, Department of Justice, from July 22, 1885, to August 20, 1885, inclusive:		
	Thirty days' services, at $8 per day	240 00	
	Jurat	25	
			240 25
	Leigh Chalmers:		
31.	For services and expenses as examiner, Department of Justice, from July 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	248 00	
7.	Railroad fare from Washington, D. C., to El Paso, Tex	55 10	
	Sleeper from Washington, D. C., to Cincinnati	3 00	
	Supper at Cumberland, Md	75	
8.	Sleeping-car porter at Cincinnati, Ohio	25	
	Breakfast at Cincinnati, Ohio	75	
	Parlor car, Cincinnati to Saint Louis	1 00	
	Dinner at railroad station between Cincinnati and Saint Louis	75	
	Supper at Saint Louis	75	
	Sleeper from Saint Louis to Texarkana, Tex	3 50	
9.	Breakfast at Walnut Grove, Ark	75	
	Dinner at Little Rock, Ark	75	
	Sleeping-car porter, Texarkana	25	
10.	Supper, lodging, and breakfast at Texarkana	2 00	
	Sleeper from Texarkana to El Paso, Tex	6 50	
	Dinner at Longview, Tex	75	
	Supper on the car	75	
12.	Breakfast at Abilene, Tex	75	
	Dinner at Toyah, Tex	75	
	Supper at railroad station	75	
13.	[Traveled from El Paso, Tex., to Tucson, Ariz., on transportation ticket No. 143.]		
	Sleeper from El Paso, Tex., to Tucson, Ariz	2 00	
	Breakfast at Deming, N. Mex	75	
	Sleeping-car porter at Tucson	25	
25.	Hotel bill at Tucson, voucher No. 1	30 00	
26.	Hack-hire	1 00	
30.	Hack-hire	1 00	

1885.	Leigh Chalmers—Continued.		
July 30.	Hotel bill at Tucson, voucher No. 2	$12 50	
	[Traveled from Tucson to Benson, Ariz., on transportation ticket No. 144.]		
	Sleeper from Tucson to Benson, Ariz	25	
	Dinner at Benson, Ariz	1 00	
	Railroad fare from Benson to Fairbanks, Ariz	1 70	
	Stage fare from Fairbanks to Tombstone, Ariz	1 50	
31.	Breakfast at Tombstone	75	
	Dinner at Tombstone	1 00	
	Supper at Tombstone	75	
			$382 30
	[The hotel at Tombstone did not give meals, and I had to go to the restaurant.]		
	J. Monroe Heiskell:		
Aug. 31.	For services and expenses as examiner, Department of Justice, from August 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	248 00	
12.	Hotel bill, Clayton House, Wilmington, Del., from August 1 to 12, after breakfast	23 00	
	Railroad fare, Wilmington to Washington	3 25	
Sept. 1.	Hotel bill, Solari Bros., from August 12 to September 1	70 25	
	Two telegrams to general agent, Department of Justice, from Wilmington, Del., 11 cents and 15 cents	26	
	Jurat	25	
			345 01
	Frank Strong:		
Aug. 31.	For services and expenses as general agent Department of Justice, from August 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $10 per day	310 00	
	Telegraph bill during August, 1885	2 38	
			312 38
	David A. Fisher:		
Aug. 31.	For services and expenses as examiner, Department of Justice, from August 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $6 per day	186 00	
3.	Express on box of accounts, Des Moines to Sioux City	95	
	Board and lodging at Aborn House, Des Moines	5 50	
	Railroad fare, Des Moines to Council Bluffs, Iowa	4 25	
	Transferring baggage, hotel to depot, Des Moines	25	
	Street-car fare, depot to hotel, Council Bluffs, Iowa	05	
7.	Board and lodging at Ogden House, Council Bluffs	9 50	
	Street-car fare, hotel to depot, Council Bluffs	05	
	Railroad fare, Council Bluffs to Sioux City, Iowa	2 95	
	Bus fare, depot to hotel, Sioux City, Iowa	25	
14.	Express on box accounts, Sioux City to Dubuque, Iowa	95	
15.	Board and lodging at Hubbard House, Sioux City, Iowa	18 00	
	Bus fare, hotel to depot, Sioux City, Iowa	25	
	Railroad fare, Sioux City to Fort Dodge, Iowa	4 05	
	Bus fare, depot to hotel, Fort Dodge, Iowa	25	
17.	Lead-pencil eraser, 10 cents; ruler, 25 cents; red ink, 5 cents; paper fasteners, 5 cents	45	
18.	Board and lodging at Duncombe House, Fort Dodge, Iowa	6 50	
	Bus fare, hotel to depot, Fort Dodge, Iowa	25	
	Railroad fare, Fort Dodge to Sioux City, Iowa	4 05	
	Supper at Storm Lake, *en route*	50	
	Bus fare, depot to hotel, Sioux City, Iowa	25	
19.	Board and lodging at Hubbard House, Sioux City, Iowa	1 75	
	Bus fare, hotel to depot, Sioux City, Iowa	25	
	Railroad fare, Sioux City to Dubuque, Iowa	9 80	
	Sleeper, Sioux City to Dubuque, Iowa	2 00	
	Supper, *en route*, Sioux City to Dubuque, Iowa	50	

1885.	David A. Fisher—Continued.		
Aug. 20.	Bus fare, depot to hotel, Dubuque, Iowa	$0 25	
27.	200 disallowance blanks, ruling and furnishing paper. (These are blank sheets of paper which I had ruled, upon which to make statements of disallowances)	1 00	
31.	Board and lodging at Lorimer House, Dubuque	19 50	
	Jurat	25	
			$280 55
	D. Ira Baker:		
Aug. 31.	For services and expenses as examiner, Department of Justice, from August 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	248 00	
21.	Street-car fare, Louisville, Ky., August 1 to 21	2 50	
22.	Copyist bill (notice to deputy marshal and bailiffs)	2 00	
23.	Bill at Gault House, Louisville, from August 1 to 23, inclusive, at $3 per day	67 50	
	Porterage at hotel	25	
	Self and baggage to cars	25	
	Railroad fare, Louisville to New York	19 50	
	Sleeper, Louisville to New York	4 00	
	Supper *en route*, at Cincinnati	75	
24.	Breakfast on road (at Corry)	75	
	Dinner on car	1 00	
	Supper on car	75	
	Sleeping-car porterage	25	
	Transfer self and baggage, Jersey City to 42d steeet depot, New York (night)	1 50	
25.	Bill at Grand Union Hotel, New York—delay on Erie road, voucher 3	1 50	
	Breakfast at Grand Union Hotel, New York	65	
	Porter at Grand Union Hotel, New York	25	
	Railroad fare, New York City to Portsmouth, N. H	9 10	
	Dinner at Boston	1 00	
	Hack, depot to hotel, Portsmouth, self and baggage	50	
	Supper at Portsmouth	60	
26.	Bill at Kearsarge House	1 50	
	Porterage at Kearsarge House (moved to private house)	25	
	Hack, self and baggage to Broadway House	25	
Sept. 1.	Jurat	25	
			364 85
	Leigh Chalmers:		
Aug. 31.	For services and expenses as examiner, Department of Justice, from August 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	248 00	
1.	Breakfast at Tombstone, Ariz	75	
	Dinner at Tombstone, Ariz	1 00	
	Supper at Tombstone, Ariz	75	
2.	Room rent at Tombstone, Ariz	4 50	
	Stage fare, Tombstone to Fairbank, Ariz	1 50	
	Railroad fare, Fairbank to Benson, Ariz	1 70	
	[Benson to Tucson, Ariz., on transportation ticket No. 145.]		
	Dinner at Benson, Ariz	1 00	
	Sleeper from Benson to Tucson, Ariz	25	
3.	Hack-hire in Tucson	50	
4.	Hack-hire in Tucson	50	
5.	Hotel bill at Tucson	7 50	
	[Traveled from Tucson to Mojave, Cal., on transportation ticket No. 146.]		
	Sleeper from Tucson to Mojave, Cal	4 50	
6.	Breakfast at India, Cal	1 00	
	Dinner at Los Angeles, Cal	75	
	Sleeping-car porter at Mojave	25	
7.	Hotel bill at Mojave	2 50	
	[Traveled from Mojave, Cal., to Ash Fork, Ariz., on transportation ticket No. 147.]		

1885.	Leigh Chalmers—Continued.			
Aug. 7.	Sleeper from Mojave, Cal., to Ash Fork, Ariz		$3 00	
	Dinner at Daggett, Cal		75	
	Supper at Needles, Cal		75	
	Sleeping-car porter at Ash Fork		25	
	Stage fare from Ash Fork, Ariz., to Prescott		10 00	
	Breakfast at Ash Fork, Ariz		75	
	Dinner at Delaney's Station, Ariz		75	
	Supper at Prescott, Ariz		75	
9.	Lodging at Prescott, Ariz		1 00	
	Breakfast at Prescott, Ariz		75	
18.	Discount on sight draft for $100 on J. M. Ewing, disbursing clerk, Department of Justice		*50	
20.	Board bill at Prescott		24 00	
	Stage-fare, Prescott to Ash Fork		10 00	
	Dinner at Delaney's Station, Ariz		75	
	Supper at Ash Fork		75	
	Railroad fare, Ash Fork to Mojave, Cal		24 85	
	Sleeper from Ash Fork to San Francisco, Cal		5 50	
21.	Breakfast at Needles, Cal		75	
	Dinner at Daggett, Cal		75	
	Supper at Mojave, Cal		75	
	Sleeping-car porter at Mojave, Cal		25	
	[Traveled from Mojave to San Francisco, Cal., on transportation ticket No. 146.]			
22.	Breakfast at Lathrop, Cal		50	
	Sleeping-car porter, Oakland		25	
22.	Hack from ferry to hotel		50	
	Hack from hotel to headquarters of S. P. R. R. office on business and return		1 00	
24.	Hotel bill at San Francisco, Cal		6 00	
	Dinner at San Francisco		50	
	Hack from restaurant to depot		50	
	Sleeper from San Francisco to Maricopa, Ariz		6 00	
	Supper at Lathrop, Cal		50	
25.	Breakfast at Mojave, Cal		75	
	Sleeping-car porter at Mojave		25	
	Dinner at Los Angeles, Cal		75	
	Supper at India		1 00	
26.	Sleeping-car porter at Maricopa, Ariz		25	
	Breakfast at Maricopa, Ariz		75	
	Dinner at trading-post, &c		85	
27.	Hotel bill at Phœnix		2 50	
	Supper at trading-post		50	
† 28.	Hire of team and driver from Maricopa to Phœnix and return		10 50	
	Lodging and breakfast at Maricopa		1 50	
30.	Hotel bill at Tucson		8 50	
			408 40	
	By disallowance as above		50	
				$407 90
	David A. Fisher:			
Sept. 30.	For services and expenses as examiner, Department of Justice, from September 1 to 30, 1885, inclusive, as follows:			
	Thirty days' services, at $6 per day		180 00	
10.	Board and lodging, Lorimer House, Dubuque, Iowa		21 50	
	Bus fare, hotel to depot, Dubuque, Iowa		25	
	Railroad fare, Dubuque to Mason City, Iowa		4 85	
	Dinner at Calmar, Iowa		50	
	Bus fare, depot to hotel, Mason City, Iowa		10	

*Disallowed.

† I missed connection with the stage from Maricopa to Phœnix and was compelled to hire the team, or miss catching Mr. Stewart, one of the witnesses I was going to see, as he was on his way to Prescott, and would leave Phœnix for Prescott that night. I also saved two days' time, which made it cheaper to hire the team.

1885.	David A. Fisher—Continued.		
Sept. 11.	Board and lodging, Dyer House, Mason City, Iowa	$2 50	
	Bus fare, hotel to depot, Mason City, Iowa	10	
	Railroad fare, Mason City, Iowa, to Ackley, Iowa	1 55	
	Supper at Ackley, Iowa	50	
	Railroad fare, Ackley, Iowa, to Fort Dodge, Iowa	1 80	
12.	Bus fare, depot to hotel, Fort Dodge, Iowa	25	
	Lodging and breakfast, Duncombe House, Fort Dodge, Iowa (arrived at Fort Dodge at 2.30 a. m.)	1 00	
	Bus fare, hotel to depot, Fort Dodge	25	
	Railroad fare, Fort Dodge to Des Moines, Iowa	2 65	
14.	Board and lodging, Aborn House, Des Moines, Iowa	4 50	
	Railroad fare, Des Moines to Omaha, Nebr	4 75	
	Sleeping-car, Des Moines to Council Bluffs, Iowa	75	
	Supper, Council Bluffs, Iowa	75	
	Railroad fare, Omaha, Nebr., to Laramie, Wyo	21 10	
	Sleeping-car, Council Bluffs to Laramie, Wyo	4 50	
15.	Breakfast, North Platte, Nebr	75	
	Dinner, Sidney, Nebr	75	
	Supper, Cheyenne, Wyo	75	
	Sleeping-car porterage	25	
16.	Hire of livery, trips to and from United States penitentiary	2 00	
19.	Board and lodging, Pacific Hotel, Laramie, Wyo	7 00	
19.	Railroad fare, limited ticket, Laramie to Washington, D. C	50 90	
	Sleeping-car, Laramie to Council Bluffs, Iowa	4 50	
	Dinner, Sidney, Nebr	75	
	Supper, North Platte, Nebr	75	
20.	Sleeping-car porterage, Omaha, Nebr	25	
	Sleeping-car, Omaha to Chicago, Ill	3 00	
	Breakfast, Council Bluffs, Iowa	75	
	Dinner, Red Oaks, Iowa	50	
21.	Car porterage, Chicago	25	
	Breakfast, Chicago	40	
	Dinner, Chicago	35	
	Room, Grand Central Hotel, Chicago, Ill. (I took my meals at a restaurant)	1 00	
	Sleeping-car, Chicago to Pittsburgh, Pa	2 50	
22.	Breakfast, Crestline, Ohio	75	
	Lunch, Alliance, Ohio	20	
	Sleeping-car porterage, Pittsburgh	25	
	Lunch, Pittsburgh, 30 cents; sleeping-car, Pittsburgh to Washington, $2	2 30	
23.	Sleeping-car porterage, Washington, D. C	25	
30.	Railroad fare, Washington to Charleston, S. C., $16.50; sleeper to Columbia, S. C., $3	19 50	
	Jurat	25	
			$354 95
	Frank Strong:		
30.	For services as general agent, Department of Justice, from September 1 to 30, 1885, inclusive, 30 days, at $10 per day		300 00
	D. Ira Baker:		
Sept. 30.	For services and expenses as examiner from September 1 to 30, 1885, inclusive:		
	Thirty days, at $8 per day	240 00	
16.	Copyist bill	2 90	
18.	Board bill to date	39 12	
24.	Transfer luggage and self to railroad depot	25	
	Railroad fare to Manchester, N. H	1 15	
	Porterage, depot to hotel, Manchester, N. H	25	
	Horse-car fare, Manchester, N. H	20	
25.	Horse-car fare, Manchester, N. H	15	
26.	Bill at Manchester Hotel	5 75	
	Telegram, United States marshal, Concord	50	
	Hotel porter, handling baggage, hotel	25	

1885.		D. Ira Baker—Continued.		
Sept.	26.	Transfer, hotel to railroad depot	$0 25	
		Railroad fare to Portsmouth, N. H	1 15	
		Porterage, railroad depot, Portsmouth, to boarding-house	25	
	30.	Board bill to date, Mrs. Whipple	16 06	
		Porterage, moving luggage to new boarding-house	50	
Oct.	1.	Affidavit to account	25	
				$308 98
		Leigh Chalmers:		
Sept.	30.	For services and expenses as examiner, Department of Justice, from September 1 to 30, 1885, inclusive:		
		Thirty days, at $8 per day	240 00	
	3.	Hack-hire, Tucson	1 00	
	7.	Telegrams and answer to witness Jere Taylor, from Tucson to Casa Grande	60	
		Telegram to witness J. H. Campbell, from Tucson to Quijoton		
	9.	Discount on $100 draft	*75	
		Hack-hire	1 00	
	11.	Hotel bill at Tucson	26 66	
		Railroad fare from Tucson to Deming, N. Mex	18 65	
		Sleeper from Tucson to Deming, N. Mex	2 00	
		Supper at Benson, Ariz	1 00	
	12.	Paid sleeping-car porter at Deming	25	
		Breakfast at Deming	75	
		Railroad fare from Deming to Albuquerque	13 20	
		Dinner at Rincon	75	
		Supper at San Marcial	75	
		Bus fare at Albuquerque from depot to hotel	25	
	13.	Street-car fare	20	
	14.	Street-car fare	40	
	15.	Hotel bill at Albuquerque	6 25	
		Bus from hotel to depot	25	
		Railroad fare, Albuquerque to Santa Fé	4 85	
		Bus from depot to hotel at Santa Fé	50	
	23.	Discount on $100 draft	*25	
	30.	Hotel bill at Santa Fé	38 13	
		Bus fare from hotel to depot at Santa Fé	50	
			359 19	
		Less disallowances	1 00	
				358 19
		Charles A. Bruff:		
Oct.	13.	For making one map canopy for general agent's room		15 00
		Leigh Chalmers:		
	31.	For services and expenses as examiner, Department of Justice, from October 1 to 31, 1885, inclusive:		
		Thirty-one days, at $8 per day	248 00	
Sept.	30.	Railroad fare from Santa Fé to Albuquerque	4 85	
		[The reason why this charge was not included in the September account is that I had made out the account in the morning of September 30, and mailed it before leaving Sante Fé, and intended traveling on a transportation ticket, but the ticket agent refused to pass me on the transportation ticket, and I had to pay my fare.]		
		Bus from depot to hotel, Albuquerque	25	
Oct.	1.	Hack to Oldtown	1 00	
	2.	Street-car fare	40	
	3.	Street-car fare	40	
	7.	Hotel bill at Albuquerque	17 00	
		[This charge is a little more than $2.50 per day, what I paid on a former occasion at the same hotel, from the fact that the State or Territorial fair was being held there and the landlord had to pay extra for an outside room.]		

*Disallowed.

1885.		Leigh Chalmers—Continued.		
Oct.	8.	Bus from hotel in Albuquerque to depot	$0	50
		[This is double the ordinary charge, because I left at 4 a. m. Traveled on transportation ticket No. 150 from Albuquerque to Las Cruces, N. Mex.]		
		Breakfast at San Marcial, N. Mex	$0	75
		Dinner at Rincon, N. Mex		75
		Bus from depot to hotel at Las Cruces, N. Mex		25
	9.	Hotel bill at Las Cruces, N. Mex	4	35
		Sleeper from Las Cruces to Topeka, Kans	6	50
		[Traveled from Las Cruces to Topeka, Kans., on transportation ticket No. 151.]		
		Dinner at Rincon, N. Mex		75
		Supper at San Marcial, N. Mex		75
	10.	Breakfast at Las Vegas, N. Mex		75
		Sleeping-car porter at Las Vegas		50
		Dinner at Raton		75
		Supper at La Junta, N. Mex		75
	11.	Breakfast at Newton, Kans		75
		Dinner at Topeka, Kans		75
		Sleeping-car porter at Kansas		25
		Hack from depot to hotel, Topeka		50
		Supper, lodging, and breakfast at Topeka with a friend; no charge.		
	12.	Dinner at Topeka		75
		Hack to depot at Topeka		50
		Railroad fare, Topeka, Kans., to Kansas City, Mo	2	00
		Bus from depot to hotel in Kansas City		25
	13.	Street-car fare		20
		Railroad fare, from Kansas City, Mo., to Washington, D. C	28	50
		Sleeper from Kansas City to Saint Louis	2	00
		Hotel bill at Kansas City	3	00
		Bus from hotel to depot, Kansas City		25
		Supper on train		75
	14.	Sleeping-car porter at Saint Louis		25
		Breakfast at Saint Louis		75
		Parlor car from Saint Louis to Cincinnati	1	00
		Dinner at Vincennes, Ind		50
		Supper at Cincinnati		75
		Sleeper from Cincinnati to Washington, D. C	3	00
	15.	Breakfast at Cumberland		75
		Jurat		25
				$336 95
		D. Ira Baker:		
Oct.	1.	For services and expenses as examiner from October 1 to 31, 1885, inclusive, 31 days, at $8 per day	248	00
		[To Manchester and Nashua, N. H., from Portsmouth, no railroad fare paid; "directors' day" and "free pass" given me.]		
		Fare to hotel from depot, Manchester		25
		Street-car fare in Manchester		20
		Fare to railroad depot for Nashua		25
		Fare to hotel at Nashua		25
		Dinner at hotel, Nashua	1	00
		[2 p. m. back to Manchester and there until 4.28 p. m. train for Portsmouth.]		
		Fare to depot for Portsmouth		25
		Street-care fare 10 cents, and fare to hotel at Portsmouth 25 cents		35
		Railroad depot, Manchester, for Portsmouth		25
		Depot to house at Portsmouth (night)		25
	8.	Railroad fare to Concord, N. H	1	60
		Fare to hotel, Concord, 25 cents, car fare at ditto, 20 cents		45
	9.	Hotel bill at Concord	3	00
		Fare to railroad depot for Portsmouth		25

1885.		D. Ira Baker—Continued.		
Oct.	9.	Railroad fare to Portsmouth	$1 60	
		[Stopped at Manchester *en route* to Portsmouth 1 p. m. to 4.28 p. m. to examine clerk's accounts.]		
		Fare to hotel at Manchester	25	
		Dinner at hotel, Manchester	75	
		Fare to depot, cars for Portsmouth	25	
		Fare to house at Portsmouth from train	25	
	13.	Boston to see ——— and Wadleigh as to United States courts—fare to railroad depot	25	
		Railroad fare to Boston	1 65	
		Fare in herdic to Water street, &c., in Boston	50	
		Dinner at hotel, Boston, $1; street-car fare 30 cents	1 30	
		Fare to depot, cars for Portsmouth	25	
		Railroad fare to Portsmouth	1 65	
		Fare from depot to house at Portsmouth	25	
	16.	Fare to depot, railroad for Manchester	25	
		Railroad fare to Manchester	1 15	
		Fare from depot at Manchester to hotel	25	
		Telegram United States marshal, New Hampshire	25	
		Dinner at hotel, Manchester	75	
		Street-car fare, Manchester	30	
		Fare to depot, jail, and house of refuge	25	
		Railroad fare, Manchester to Portsmouth	1 15	
	21.	Bill at Kearsarge House, Portsmouth, October 1 to 31, three weeks' table board, at $5 per week	15 00	
		Mrs. Hutchins' bill for room at Portsmouth, 3 weeks, October 1 to 21, at $7 per week	21 00	
		Box and cart for Department papers	40	
		Hack to railroad depot, self and luggage	75	
		Railroad fare to Boston	1 60	
		Transfer across Boston to N. E. & N. Y. R. R	35	
		Transfer luggage, Boston to N. E. & N. Y. R. R	50	
		Dinner at hotel, Boston	1 00	
		Railroad fare, Boston to Washington	12 25	
		Sleeper, Boston to Washington	3 00	
		Supper, Boston to Washington	75	
	22.	Breakfast, Boston to Washington	75	
		Sleeping-car porter	25	
		Omnibus to hotel, Washington	25	
		Baggage to hotel, Washington	50	
	31.	Bill at Ebbitt House, Washington, from October 22, after breakfast, to November 1, 1885, 10 days, at $3 per day	30 00	
Nov.	2.	Affidavit to account	25	
			———	$358 25
		Frank Strong:		
Oct.	31.	For services and expenses as general agent, Department of Justice, from October 1 to 31, 1885, inclusive, as follows:		
		Thirty-one days' services, at $10 per day	310 00	
	5.	Western Union Telegraph bill for September	5 38	
	7.	Railroad fare, Washington, D. C., to Philadelphia, Pa	4 00	
		Sleeper, Washington, D. C., to Philadelphia, Pa., $2; porter, 25 cents	2 25	
		Memorandum book, 65 cents; Railroad Guide, 50 cents	1 15	
		Self and baggage to depot (Washington, D. C.)	50	
	8.	Breakfast at Philadelphia, 80 cents; street cars, 12 cents; lunch, 70 cents	1 62	
		Railroad fare, Philadelphia to Trenton, N. J., 80 cents; hack to prison and back, 75 cents	1 55	
		Railroad fare, Trenton, N. J., to New York	1 75	
		Self and baggage depot to hotel, New York	50	
	9.	Car fare, New York to Brooklyn, 3 cents; hack to King's County penitentiary, $1.50	1 53	
		Ferry, 2 cents; car fare, 10 cents; lunch, New York, 35 cents	47	

1885.		Frank Strong—Continued.	
Oct.	10.	Hotel bill, New York	$5 50
	31.	Self and baggage to depot, New York, 75 cents; railroad fare to Hartford, $2.65	3 40
		Parlor car, New York to Hartford, 50 cents; self and baggage depot to hotel, 25 cents	75
		Hack, hotel to Weatherfield (penitentiary) and return	1 00
	11.	Hotel bill, Hartford, Conn	6 25
	12.	Self and baggage to depot, 50 cents; railroad fare, Hartford to Boston, $2.88	3 38
		Sleeper, Hartford to Boston, $1.50; porter, on sleeper, 25 cents	1 75
		Self and baggage to hotel, Boston (6 a. m.)	50
		Hotel bill, Boston	3 20
		Self and baggage to depot	50
		Railroad fare, Boston to Portland, Me	2 50
		Parlor car, Boston to Portland, Me	60
		Self and baggage to hotel, Portland	50
	13.	Hotel bill, Portland	1 50
		Self and baggage to depot, 50 cents; railroad fare, Portland to Thomaston, Me., $2.25	2 75
		Dinner at Thomaston, Me., 50 cents; hack to penitentiary, 25 cents	75
		Railroad fare, Thomaston, Me., to Portsmouth, Me	3 50
		Parlor car, Portland to Portsmouth	35
		Self and baggage, depot to hotel, Portsmouth, 25 cents; hack-hire, night, $2.50	2 75
	14.	Hotel bill, Portsmouth, Me	1 50
		Self and baggage to depot, 25 cents; railroad fare, Portsmouth to Concord, N. H., $1.60	1 85
		Hack to penitentiary, 50 cents; supper, Concord, 75 cents	1 25
		Railroad fare, Concord to White River Junction	2 26
	15.	Hotel bill, White River Junction, Vt	1 00
		Railroad fare, White River Junction to Windsor, Vt	50
		Hire of team and driver, Windsor to Proctorsville, Vt. (to catch train)	2 50
		Railroad fare, Proctorsville to Rutland, Vt	1 15
		Lunch, Rutland, 20 cents; railroad fare, Rutland to Albany, N. Y., $3.20	3 40
	16.	Hack to prison, Albany	75
	17.	Hotel bill, Albany	10 12
		Railroad fare, Albany, N. Y., to Elmira, N. Y., $5.10; baggage, 25 cents	5 35
		Sleeper, $1.50; porter on sleeper, 25 cents	1 75
	18.	Hack to prison and return, Elmira, N. Y	1 00
		Hotel bill, Elmira, N. Y	3 00
		Railroad fare, Elmira to Auburn, N. Y	2 72
		Lodging at Owego, N. Y. (11 p. m., 18th, to 5.30 a. m., 19th)	50
	19.	Self and baggage to depot, Owego, 25 cents; breakfast, Freeville, N. Y., 40 cents	65
		Railroad fare, Auburn to Rochester, N. Y	1 54
		Railroad fare, Rochester to Detroit, Mich	8 40
		Sleeper, Rochester to Detroit, Mich., $2; porter, 25 cents	2 25
	20.	Self and baggage to hotel, Detroit, 50 cents; street-car fare, 50 cents	1 00
	21.	Hotel bill, Detroit, Mich., voucher 10, $6.25; hack, $1	7 25
		Railroad fare, Detroit to Chicago, $8.00; self and baggage to depot, 50 cents	8 50
		Sleeper, Detroit to Michigan City, Ind. (lay-over ticket) $2.00; porter, 25 cents	2 25
	22.	Breakfast, Michigan City, 50 cents; hack to prison, 50 cents.	1 00
		Parlor car, Michigan City to Chicago, Ill., 25 cents; baggage to hotel, Chicago, 25 cents	50
	23.	Hotel bill, Chicago	3 75

1885.		Frank Strong—Continued.		
Oct.	23.	Self and baggage to depot, Chicago	$0 50	
		Railroad fare, Chicago to Joliet, Ill., and return	2 00	
	22.	Self and baggage to hotel, Chicago, 50 cents; same to depot, 50 cents	1 00	
		Railroad fare, Chicago to Saint Louis, Mo	7 50	
		Sleeper, Chicago to Saint Louis, $2; porter, 25 cents	2 25	
	24.	Breakfast on cars	40	
		Railroad fare, East Saint Louis to Chester, Ill	2 50	
		Dinner at Pinkneyville, Ill	25	
	25.	Baggage to hotel, Chester, Ill., 50 cents; room and supper, voucher 12, 75 cents	1 25	
		Team and driver, Chester to Percy, Ill., to catch train (20 miles)	6 25	
		Lodging at Percy, Ill	25	
	26.	Railroad fare, Percy to Saint Louis, Mo	1 95	
		Railroad fare, Saint Louis to Jefferson City, Mo	3 75	
		Parlor car, 75 cents; breakfast at Saint Louis, 50 cents	1 25	
		Dinner on cars, 75 cents; room and supper at Jefferson City, $1	1 75	
		Railroad fare, Jefferson City to Little Rock, Ark	14 10	
		Sleeper, Jefferson City to Saint Louis, Mo	1 50	
	27.	Sleeper, Saint Louis to Little Rock, $2.50; porter, 25 cents	2 75	
		Breakfast at Saint Louis, 75 cents; dinner, Arcadia, 75 cents	1 50	
		Supper at Walnut Ridge	75	
	28.	Railroad fare, Little Rock to Fort Smith, Ark	7 80	
		Supper at Ozark, 50 cents; bus to hotel, Fort Smith, 25 cents	75	
	30.	Hotel bill at Fort Smith	3 00	
		Railroad fare, Fort Smith to Little Rock	7 80	
		Breakfast at Ozark, Ark., 50 cents; bus from depot to Little Rock, 50 cents	1 00	
	31.	Railroad fare, Little Rock, Ark., to Washington, D. C	29 80	
		Sleeper, Little Rock, Ark., to Washington, D. C	2 50	
		Porter on sleeper	25	
		Jurat	25	
			———	$556 41

J. Monroe Heiskell:

For services and expenses as examiner, Department of Justice, from October 1 to 31, inclusive, as per following statement:

	31.	Thirty-one days' services, at $8 per day	248 00	
	5.	Fare, Evansville from Indianapolis	5 05	
		Parlor car, Evansville from Indianapolis	1 00	
		Coach, hotel, Evansville	25	
	6.	Hotel, Evansville	3 00	
		Supper, depot, Evansville	75	
		Railroad fare, Indianapolis via Vincennes	5 05	
		Parlor car, Evansville to Vincennes	1 00	
		Coach, Vincennes (twice)	50	
		Lodging, Vincennes	1 00	
		Supper, Vincennes	75	
		Telegram from Evansville to Commissioner McCord	35	
	7.	Fare, Edwardsport from Vincennes and return to Vincennes	1 10	
		Breakfast, Edwardsport	75	
		Dinner, Edwardsport	75	
		Sleeper, Vincennes to Indianapolis	2 00	
	20.	Hotel bill, Dennison Hotel, Indianapolis	57 50	
	31.	Meals, Schaffner & Co., restaurant, from October 20 to 31	34 40	
		Rent of room, from October 20 to 31	15 00	
		Fare, Indianapolis to Baltimore, $16; sleeper to Pittsburgh, $2.50	18 50	
		Supper, Richmond, 75 cents; jurat, 25 cents	1 00	
		Street-car fare, October	85	

1885.		J. Monroe Heiskell—Continued.		
Oct.	12.	Hack hire to Indiana Reformatory Institution for Females, to see Rhoda McCrae, defendant in case United States *v.* Hollowell	$1 50	
			——	$400 05
		J. Monroe Heiskell:		
Sept.	30.	For services and expenses as examiner, Department of Justice, from September 1 to 30, 1885, inclusive, as per following statement:		
		Thirty days' services, at $8 per day	240 00	
	1.	Dinner at Solari's, leaving Washington	1 00	
		Baggage to depot, leaving Washington	35	
		Railroad fare to Indianapolis	12 00	
		Sleeper to Pittsburgh	2 00	
	2.	Breakfast, Pittsburgh	75	
		Dinner, Columbus	1 00	
		Supper, Richmond	75	
		Parlor car, Pittsburgh to Indianapolis	2 00	
		Baggage and self to hotel, Indianapolis	75	
	21.	Railroad fare, Indianapolis to Louisville	3 50	
		Parlor car, Indianapolis to Louisville	1 00	
	22.	Railroad fare, Louisville to New Albany and return	35	
		Railroad fare, Louisville to Jeffersonville and return	25	
	23.	Hotel bill, Gault House, Louisville	5 25	
		Railroad fare, Louisville to Indianapolis	3 50	
		Parlor car	1 00	
		Hack to depot, Louisville (5 o'clock a. m.)	75	
	25.	Railroad fare to Seymour and return to Indianapolis	3 40	
		Parlor car, to Seymour and return to Indianapolis	1 00	
		Dinner at Seymour	75	
	30.	Hotel bill, Dennison Hotel, Indianapolis	93 00	
		Street-car fare, Indianapolis, for September	1 35	
		Jurat	25	
		Parlor car, Seymour	1 00	
			——	376 95
		David A. Fisher:		
Oct.	31.	For services and expenses as examiner, Department of Justice, from October 1 to 31, 1885, inclusive, as per following statement:		
		Thirty-one days' services, at $6 per day	186 00	
	1.	Breakfast at Danville, Va	75	
		Dinner at Charlotte, N. C	75	
		Sleeping-car porterage, Columbia, S. C	25	
		Supper at Branchville, S. C	50	
		Bus fare, depot to hotel, Charleston, S. C	50	
	2.	Rand & McNally, map of South Carolina	50	
	16.	Board and lodging, Pavilion Hotel, Charleston, S. C	29 00	
		Bus fare, hotel to depot, Charleston, S. C	50	
		Railroad fare, Charleston to Union, S. C	6 50	
	19.	Board and lodging, Gibbs' Hotel, Union, S. C	6 50	
		Transferring trunks to hotel and return, Union, S. C	25	
		Railroad fare, Union, S. C., to Spartansburg, S. C	1 10	
		Bus fare, self, 25 cents, and trunk, 10 cents, depot to hotel, Spartansburg, S. C	35	
	23.	Board and lodging, Merchants' Hotel, Spartansburg, S. C	7 00	
		Transferring self, 25 cents, and baggage, 10 cents, hotel to depot, Spartansburg, S. C	35	
		Railroad fare, Spartansburg to Greenville, S. C	1 10	
		Bus fare, depot to hotel, Greenville, S. C	10	
	28.	Supper, 27th; lodging and breakfast for self, H. O. King, and horse, Rev. S. T. Dills, near Tigerville, S. C. (Mr. King is a deputy United States marshal, who went with me as guide to see witness, &c., in mountains)	1 25	
	29.	Dinner, supper, October 28; lodging and breakfast, self, King, and horse, J. F. Hightower's	2 25	
		Dinner at Lemuel Guest's, in the mountains, self, King, and horse	50	

1885.		David A. Fisher—Continued.		
Oct.	29.	Lunch for self at Greenville, S. C. (We got back from mountains at 10 o'clock p. m., too late for supper)	$0 40	
	30.	Livery hire, John B. Parks, Greenville, S. C. (I hired a horse and buggy the afternoon of October 27, and drove up in the mountains north of Greenville to take testimony. I kept the horse and buggy until the night of October 29, 2½ days)	6 50	
	31.	Board and lodging, Exchange Hotel, Greenville, S. C	10 50	
		Bus fare, hotel to depot, Greenville, S. C	10	
		Transferring baggage from depot to hotel and return, Greenville, S. C	20	
		Railroad, Greenville to Central, S. C	90	
		Commissioner's fee	25	
				$264 85
		Walter L. Nicholson:		
	5.	For preparing and mounting one set of post-route maps, with attachment for spring-rollers, for use in the room of the general agent of the Department of Justice		29 00
		Frank Strong:		
Nov.	30.	For services and expenses as general agent, Department of Justice, from November 1 to 30, 1885, inclusive, as per following statement:		
		Thirty days' services, at $10 per day	300 00	
		Western Union Telegraph Company, bill for October, 1885	3 86	
		Western Union Telegraph Company, bill for November, 1885	11 02	
		A. J. Nailor, jr., cab-hire 3 days (inspecting jail)	11 50	
		Jurat	25	
				326 63
		D. Ira Baker:		
	30.	For services and expenses as examiner, from November 1 to 30, 1885, inclusive, as per following statement:		
		Thirty days' services, at $8 per day	240 00	
		Board bill for 30 days, as per voucher exhibit "A" (November 1 to 30, inclusive)	90 00	
		Affidavit to account	25	
				330 25
		Leigh Chalmers:		
	30.	For services and expenses as examiner, Department of Justice, from November 1 to 30, 1885, inclusive, as per following statement:		
		Thirty days' service, at $8 per day	240 00	
	25.	1 copy Desty's Federal Procedure	3 00	
		Hack for self and baggage to depot, Washington, D. C	1 00	
		Railroad fare, Washington, D. C., to Montgomery, Ala	20 25	
		Sleeper, Washington, D. C., to Montgomery, Ala	6 00	
		Dinner on train	85	
		Supper on train	75	
	26.	Breakfast at Central, S. C	50	
		Dinner at Atlanta, Ga	75	
		Hack for self and baggage, depot to hotel, Montgomery, Ala	50	
		Hack hire	50	
	30.	Hotel bill at Montgomery	14 50	
				288 60
		J. Monroe Heiskell:		
	30.	For services and expenses as examiner, Department of Justice, from November 1 to 30, 1885, inclusive, as per following statement:		
		Thirty days' service, at $8 per day	240 00	
	1.	Breakfast at Pittsburgh, Pa	75	
		Dinner at Altoona, Pa	75	

1885.		J. Monroe Heiskell—Continued.	
Nov.	1.	Supper at Harrisburg, Pa	$0 75
		Parlor-car, Pittsburgh to Baltimore	2 00
	5.	Expressage—papers, Indianapolis to Department	55
	30.	Meals at the Losekam, Washington, D. C., while writing up Indiana report, as per voucher No. 1 herewith	53 65
Oct.	1.	Fare from Indianapolis to Tipton, Ind., and return to Indianapolis, omitted by oversight in October account	2 30
		Dinner at Tipton	75
		Jurat to this account	25
			$301 75
		David A. Fisher:	
Nov.	30.	For services and expenses as examiner, Department of Justice, from November 1 to 30, 1885, inclusive, as per following statement:	
		Thirty days' services, at $6 per day	180 00
	3.	Railroad fare, Central to Easley's, S. C	50
		Livery-hire to drive 4 miles south of Easley's, S. C	1 50
		Railroad fare, Easley's to Central, S. C	50
	4.	Hire of horse, buggy, and driver to go to Hickory Flats, &c., one day, to get testimony	2 50
	5.	Board and lodging at Railroad House, Central, S. C	10 50
		Livery-hire, transferring self and baggage, Central to Pickens C. H., S. C	3 00
	11.	Livery-hire at Pickens C. H., S. C. On November 7 I got a horse and buggy and drove out to Looper's, in the country, and took affidavit of J. M. Looper, $1; on the 9th and 10th, two days, I was in the mountains north of Pickens C. H., $5; November 11, transferred self and baggage, Pickens to Easley's, $1.25	7 25
		Dinner at Mountain View House, Easley's	50
		Board and lodging, Thornley's house, Pickens C. H., S. C	6 00
		Railroad fare, Easley's to Seneca, S. C	85
		Railroad fare, Seneca to Walhalla, S. C	30
	13.	Board and lodging at Bieman's Hotel, $3.50, and transferring self and baggage from depot to hotel and return, $1, Walhalla	4 50
		Railroad fare, Walhalla to Anderson C. H., S. C	1 30
	14.	Horse, buggy, and driver to Storeville and vicinity	3 00
	16.	Board and lodging at Mrs. Keese's, Anderson C. H., S. C	6 50
		Transferring baggage to and from hotel, Anderson C. H	25
		Railroad fare, Anderson C. H. to Walhalla, S. C	1 30
	17.	Board and lodging at Bieman's Hotel, $2, and transferring self and baggage from depot to hotel, 50 cents, Walhalla	2 50
	17.	Transferring baggage from Walhalla to Seneca, S. C. (There is but one train a day out of Walhalla. I finished my work, Mr. Merrick took me to Seneca in a buggy, and I paid Mr. Bieman $1 to take my trunk to Seneca.)	1 00
		Supper at Keowee House, Seneca, S. C	50
		Railroad fare, Seneca to Central, S. C	40
	19.	Board and lodging, Railroad House, Central, S. C	3 00
		Railroad fare, Central to Seneca, S. C	40
		Railroad fare, Seneca to Anderson C. H., S. C	95
	20.	Board and lodging at Mrs. Keese's, Anderson C. H., S. C	2 00
		Transferring baggage to hotel and return, Anderson C. H., S. C	25
		Railroad fare, Anderson C. H. to Newberry, S. C	3 20
		Dinner at Ninety-six, S. C	75
	21.	Board and lodging, Newberry House, Newberry, S. C	2 00
		Transferring baggage from depot to hotel and return, Newberry	25
		Railroad fare, Newberry to Columbia, S. C	1 90
		Bus from depot to hotel, Columbia, S. C	10
	27.	Board and lodging and two fires, Grand Central Hotel, Columbia, S. C. (The fires were necessary)	15 25

1885.	David A. Fisher—Continued.		
Nov. 27.	Transferring baggage, depot to hotel and return, Columbia	$0 25	
	Railroad fare, Columbia to Winnsboro', S. C	1 25	
	Supper at Winnsboro' House, Winnsboro', S. C	50	
	Railroad fare, Winnsboro' to Chester, S. C	95	
28.	Board and lodging, Nicholson House, Chester, S. C	2 00	
	Railroad fare, Chester to Lancaster, S. C	1 15	
	Bus from depot to hotel, Lancaster, S. C	25	
30.	Board and lodging, Catawba House, Lancaster, S. C	3 50	
	Bus from hotel to depot, Lancaster, S. C	25	
	Transferring baggage, depot to hotel and return, Lancaster, S. C	25	
	Railroad fare, Lancaster to Chester, S. C	1 15	
	Dinner at Nicholson House, Chester, S. C	50	
	Railroad fare, Chester to Rock Hill, S. C	65	
			$277 35
	D. Ira Baker:		
Dec. 31.	For services and expenses as examiner, Department of Justice, from December 1 to 31, 1885, inclusive, as per following statement:		
	Thirty-one days' services, at $8 per day	248 00	
2.	Bill of Ebbitt House to date	5 00	
31.	Bill for furnished room, Mrs. Burnside's, Fourteenth street, 1 month	50 00	
	Bill for table board 1 month at Harlor's	35 00	
			338 00
	William N. McKinney:		
31.	For services and expenses as special agent, Department of Justice, from December 21 to 31, 1885, inclusive, as per following statement:		
	Eleven days' services, at $7 per day	77 00	
	Lodging and meals, as per voucher 1 (Baltimore)	27 95	
	Meals, as per voucher No. 2 (Losekam's)	6 10	
			111 05
	Frank Strong:		
31.	For services and expenses as general agent, Department of Justice, from December 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $10 per day	310 00	
8.	Two volumes Destey's "Removal of Causes," 1 volume "Federal Procedure" for use of examiners	9 00	
14.	Railroad ticket, Washington to New York, N. Y	6 50	
	Sleeper, Washington to New York, N. Y	2 00	
	Depot to hotel, New York, cab	50	
15.	Hotel bill, New York, three-quarters of a day	3 00	
	Railroad ticket, New York to Washington, D. C	6 50	
	Sleeper, New York to Washington, D. C	2 00	
	Hotel to depot, New York, (night)	1 00	
	Street-car fare, Washington and New York	15	
31.	Western Union Telegraph Company, bill for December	13 22	
			353 87
	Leigh Chalmers:		
31.	For services and expenses as examiner, Department of Justice, from December 1 to 31, 1885, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	248 00	
6.	Hotel bill at Montgomery, Ala	17 25	
	Hack from hotel to depot	50	
	Railroad fare, Montgomery, Ala., to Knoxville, Tenn	10 40	
	Dinner at Oxana	50	
	Supper at Chattanooga, Tenn	75	
	Sleeper from Chattanooga to Knoxville, Tenn	2 00	
12.	Hotel bill at Knoxville	11 50	
	Railroad fare, Knoxville to Nashville, Tenn	7 90	
	Bus to depot	50	
	Sleeper from Knoxville to Chattanooga, Tenn	2 00	

1885.		Leigh Chalmers—Continued.		
Dec.	13.	Hotel bill at Chattanooga, Tenn	$2 00	
	15.	Hack at Nashville	1 50	
	16.	Hack at Nashville	1 50	
	17.	Hotel bill at Nashville	14 75	
		Railroad fare, Nashville to Knoxville	7 90	
		Bus to depot	50	
		Sleeper from Nashville to Chattanooga	2 00	
	18.	Hotel bill at Chattanooga	1 50	
		Dinner at Cleveland, Tenn	50	
	23.	Boxing and shipping returning papers of ex-Marshal Reeves	50	
	25.	Hotel bill at Knoxville, Tenn	14 50	
		Bus to depot	50	
		Dinner at Atkins House	75	
	26.	Hotel bill at Chattanooga, Tenn	1 50	
		Breakfast at Cowen	50	
		Bus from depot to hotel, Maxwell House	50	
		Hotel bill at Nashville	1 75	
		Went to Lebanon on a visit, to spend Sunday, and returned Dec. 28. No charge		
	31.	Hotel bill at Nashville	9 75	
				$363 70
		J. Monroe Heiskell:		
	31.	For services and expenses as examiner, Department of Justice, from December 1 to 31, 1885, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
		Meals, as per voucher 1 hereto attached, taken at Losekam's, Washington, D. C., while writing reports and other special duty	58 65	
				306 65
		David A. Fisher:		
	31.	For services and expenses as examiner, Department of Justice, from December 1 to 31, 1885, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
	1.	Board and lodging, Globe Hotel, Rock Hill, S. C	2 00	
		Railroad fare, Rock Hill, S. C., to Charlotte, N. C	90	
		Bus fare, depot to hotel, Charlotte, N. C	25	
	2.	Board and lodging, Central Hotel, Charlotte	1 25	
		Bus fare, hotel to depot	25	
		Railroad fare, Charlotte to Gaffney's, S. C	2 10	
		Breakfast at City Hotel, Gaffney's, S. C	50	
		Railroad fare, Gaffney's to Spartanburg, S. C	75	
		Dinner at Merchant's Hotel, Spartanburg, S. C	50	
		Railroad fare, Spartanburg to Greenville, S. C	1 10	
		Supper at Mansion House, Greenville, S. C	50	
	3.	Railroad fare, Greenville to Spartanburg, S. C	1 10	
		Board and lodging, Spartanburg, S. C	1 25	
		Railroad fare, Spartanburg to Union, S. C	1 10	
	4.	Livery hire to drive out to W. A. Wix, New Union, S. C	1 00	
		Board and lodging at Union House, Union, S. C	2 75	
		Railroad fare, Union, S. C., to Spartanburg, S. C	1 10	
	5.	Transferring trunk to hotel 10 cents, and return to depot 10 cents, at Spartanburg, S. C	20	
		Railroad fare, Spartanburg to Columbia, S. C	3 70	
	5.	Board and lodging Merchant's Hotel, Spartanburg, S. C.	1 75	
		Dinner at Union, S. C., *en route*	50	
		Bus, depot to hotel, Columbia, S. C	10	
		Board, lodging, and fire, Grand Central Hotel, Columbia, S. C	5 50	
		Bus fare, hotel to depot, Columbia, S. C	10	
		Transferring trunk to and from depot, Columbia, S. C	25	
		Railroad fare, Columbia to Camden, S. C	2 15	
	8.	Board and lodging, De Kalb House, Camden, S. C	2 00	
		Horse, wagon, and man to go to Commissioner Adams	1 50	

1885.		David A. Fisher—Continued.		
Dec.	8.	Bus fare, to and from hotel, Camden, S. C., 25 cents each way	$0 50	
		Railroad fare, Camden to Camden Junction, S. C	90	
		Railroad fare, Camden Junction to Sumter, S. C	36	
		Bus fare, depot to hotel, Sumter, S. C	25	
		Supper at Jervey House, Sumter, S. C	50	
	9.	Bus fare, hotel to depot	25	
		Railroad fare, Sumter to Florence, S. C	1 36	
		Lodging at Florence, S. C., at Central House	50	
		Railroad fare, Florence to Cheraw, S. C	1 40	
		Bus fare, depot to hotel, Cheraw, S. C	25	
	10.	Board and lodging, Cheraw House, Cheraw, S. C	2 00	
		Bus fare, hotel to depot, Cheraw, S. C	25	
		Transferring trunk to hotel from depot and return, Cheraw, S. C	15	
		Railroad fare, Cheraw to Darlington, S. C	1 20	
		Bus fare, depot to hotel, Darlington, S. C	25	
		Dinner, Enterprise Hotel, Darlington, S. C	50	
		Bus fare, hotel to depot, Darlington, S. C	25	
		Railroad fare, Darlington to Florence, S. C	35	
		Supper at Jacobin House, Florence, S. C	50	
	11.	Railroad fare, Florence to Charleston, S. C	3 05	
		Bus fare, self and baggage, depot to hotel, Charleston, S. C	50	
	22.	Board and lodging, Waverly House, Charleston, S. C	20 60	
		Railroad fare, Charleston, S. C., to Washington, D. C	16 50	
	22.	Sleeping-car fare, Charleston, S. C., to Washington, D. C.,	3 50	
		Bus fare, self and baggage, hotel to depot, Charleston, S.C.	50	
		Lunch on sleeper. Train stopped no place for supper	70	
	23.	Breakfast, Weldon, N. C	75	
		Dinner, Milford, Va	75	
		Cab from depot to hotel, Washington, D. C	25	
		Transferring trunk, Washington, D. C	25	
	31.	Board and lodging at Cutler House, Washington, D. C., while engaged in writing up reports	10 94	
				$354 16
		Frank Strong: For services and expenses as general agent of Department of Justice, from January 1 to 31, 1886, inclusive, as follows:		
1886.				
Jan.	31.	Thirty-one days' services, at $10 per day	310 00	
	2.	Railroad ticket, Washington, D. C., to New York City	6 50	
		Sleeping-car, Washington, D. C., to New York City	2 00	
		Street-car fare in New York	50	
	3.	Hotel bill, Astor House, New York	4 90	
		Railroad ticket, New York to Washington, D. C	6 50	
		Sleeping-car, New York to Washington, D. C	2 00	
		Hotel to depot	50	
	12.	Railroad ticket, Washington, D. C., to Saint Paul, Minn	25 50	
		Sleeping-car, Washington, D. C., to Saint Paul, Minn	5 00	
	13.	Self and baggage to depot	1 00	
		Breakfast at Pittsburgh, Pa	75	
		Dinner, Crestline, Ohio	75	
		Depot to hotel, Chicago (missed connection on account of snow)	50	
	14.	Hotel bill, Chicago	3 00	
		Hotel to depot (night)	1 00	
	15.	Breakfast on cars	75	
		[From Saint Paul to Bismarck, Dak., on transportation order No. 171.]		
		Sleeping-car, Saint Paul to Bismarck	3 50	
		Dinner on cars	75	
		Supper on cars	75	
	16.	Breakfast on cars	75	
	18.	Hotel bill, Bismarck, ($2\frac{1}{4}$ days)	6 75	

1886.		Frank Strong—Continued.		
Jan.	18.	Sleeper, Bismarck to Saint Paul	$3 50	
		[From Bismarck to Saint Paul on transportation order No. 172.]		
		Supper on cars	75	
	19.	Breakfast on cars	75	
		Dinner on cars	75	
		Railroad ticket, Saint Paul, Minn., to Washington, D. C.	28 00	
		Sleeper, Saint Paul, Minn., to Chicago, Ill	2 00	
	20.	Breakfast on cars	75	
		Dinner on cars	75	
		Supper, Chicago (missed connection on account of snow)	75	
	21.	Sleeping-car, Chicago, Ill., to Washington, D. C	5 00	
		Extra fare on limited express to Washington, D. C	5 00	
		Supper on cars	1 00	
	22.	Breakfast on cars	1 00	
	1.	Allison Nailor, hack to Insane Asylum (District), and return	5 00	
	31.	Western Union Telegraph Company's bill, January, 1886	7 38	
				$446 03
		Leigh Chalmers:		
		For services and expenses as examiner, Department of Justice, from January 1, to January 31, 1886, inclusive, as follows:		
	31.	Thirty-one days' services, at $8 per day	248 00	
	4.	Hotel bill at Nashville, Tenn	11 25	
		Railroad fare, Nashville to Memphis, Tenn	7 00	
		Sleeper, Nashville to Memphis, Tenn	2 00	
		Bus fare from hotel to depot, Nashville	50	
	5.	Bus fare from depot to hotel, Memphis	50	
		Hotel bill at Peabody Hotel, Memphis	3 00	
	6.	Hack hire	1 00	
	8.	Hack hire	1 00	
	9.	Hack hire	1 00	
	11.	Hotel bill at Gayoso House, Memphis	19 00	
		Hack from hotel to depot, Memphis	50	
		Railroad fare, Memphis to Humboldt, Tenn	2 45	
		Railroad fare, Memphis to Washington, D. C.*	23 50	
		Dinner at Humboldt, Tenn	75	
		Railroad fare, Humboldt to Trenton, Tenn	45	
	12.	Stayed with a friend at Trenton—no charge		
		Railroad fare, Trenton to Humboldt, Tenn	45	
		Supper at Humboldt	75	
		Sleeper from Humboldt to Louisville, Ky	2 50	
	13.	Breakfast at Guthrie	50	
		Dinner at Louisville, Ky	1 00	
		Supper at Louisville, Ky. (restaurant)	75	
		Sleeper from Louisville to Washington, D. C	4 00	
	14.	Breakfast at Kanawha Falls	50	
		Dinner at Clifton Forge, W. Va	75	
		Supper	50	
		Hack from depot to residence	1 00	
				334 60
		Wm. N. McKenney:		
		For services and expenses as special agent of Department of Justice from January 1 to 31, 1886, inclusive, as follows:		
	31.	Thirty-one days' services, at $7.00 per day	217 00	
		Meals during the above period, as per voucher No. 1	73 00	
		Room rent during the above period, as per voucher No. 2	20 00	
		Jurat	25	
				310 25

*Humboldt is directly on the railroad line from Memphis to Washington, but I was compelled to buy a ticket from Memphis to Humboldt, as charged for, because I could not get a "lay-over ticket" from the agent, and I bought a through ticket from Memphis to Washington, because I could get it as cheap as from Humboldt, and I knew that I would reach Humboldt in the night on my return from Trenton, and perhaps could not get a through ticket to Washington, hence the two tickets.

George Carter:
For expenditures and services for the month ending December 31, 1885, while investigating the abstraction of silver bars from the United States Mint at Philadelphia, Pa., as per annexed schedule:

1885.				
Dec.	17.	To 31st December, dates inclusive, 16 days at $3 per day	$48 00	
	16.	Washington, D. C., to Baltimore, Md	1 20	
	17.	Baltimore, Md., to Philadelphia, Pa	2 80	
		To 31st December inclusive, in Philadelphia, Pa., 15 days, subsistence at $2 per day	30 00	
	31.	By amount received from D. M. Fox, superintendent United States Mint, Philadelphia, Pa	82 00 28 75	
				$53 25

J. Monroe Heiskell:
For services and expenses as examiner, Department of Justice, from January 1 to 31, 1886, inclusive, as follows:

1886.				
Jan.	31.	Thirty-one days' services, at $8 per day	248 00	
	14.	Herdic to depot, Washington	25	
		Railroad fare to Richmond	3 85	
		Parlor car	50	
		Dinner en route	1 00	
		Bus to hotel (Exchange Hotel)	50	
	17.	Hotel bill (Exchange Hotel)	9 00	
	17.	Bus to depot, Richmond, on return	50	
		Parlor car, returning to Washington	50	
		Supper at Milford, returning to Washington	75	
	31.	Meals at Losekam (voucher 2) from January 1 to 14, and from January 17 to 31, inclusive, while on special duty at Department (on the Russell accounts)	73 65	
		Rent of room in Washington (while on same duty), as per voucher 3	18 00	
		Jurat	25	
				356 75

NOTE.—It will be noticed that voucher 3, for rent of room amounts to $38, and that I charge but $18 (for bedroom only) to the Government, the sitting room having been settled for by myself.

David A. Fisher:

	31.	For services and expenses as examiner, Deptment. of Justice, from January 1 to January 31, 1886, inclusive, as follows:		
		Thirty-one days' services at $8 per day	248 00	
	14.	Board and lodging, Cutler House, Washington, D. C	17 50	
		Railroad fare, Washington, D. C., to Columbus, Ohio	10 50	
		Sleeping car, Washington, D. C., to Columbus, Ohio	3 00	
		Transferring baggage, depot to hotel, Washington, D. C	25	
	15.	Lunch at Dennison, Ohio, *en route*	35	
	18.	Railroad fare, Columbus, Ohio, to El Paso, Tex	50 85	
		Lunch at Richmond, Ind	25	
	19.	Lunch at Terre Haute, Ind	25	
		Bus from depot to hotel, Saint Louis, Mo	50	
	20.	Lodging and breakfast at Planters' Hotel, Saint Louis	2 00	
		Bus fare, hotel to depot, Saint Louis, Mo	50	
		Sleeping-car fare, Saint Louis to El Paso	8 50	
		Dinner at Arcadia, Mo	75	
		Supper at Walnut Ridge, Ark	75	
	21.	Breakfast on train (lunch), buffet car	55	
		Dinner at Mineola, Tex	75	
		Supper on train	45	
	22.	Breakfast at Abilene, Tex	75	
		Dinner at Big Spring, Tex	75	
		Supper at Toyah, Tex	75	
	23.	Transportation furnished me from El Paso, Tex., to Tucson, Ariz., by Southern Pacific Railroad.		

1886.		David A. Fisher—Continued.		
Jan.	23.	Sleeping-car fare, El Paso to Tucson, Ariz	$2 50	
		Breakfast at New Deming, Tex	75	
	31.	Board and lodging, San Xavier Hotel, Tucson, Ariz	21 50	$372 70
		D. Ira Baker:		
	31.	For services and expenses as examiner, Department of Justice, from January 1 to January 31, 1886, inclusive, as follows:		
		Thirty-one days's services, at $8 per day	248 00	
	1.	Paid telegram Bayou Sales, La. (order Solicitor Treasury)	1 91	
	12.	Bill for lodgings, 809 Fourteenth street, from January 3 to date	16 12	
		Bill for meals, 809 Fourteenth sfeet, from January 3 to date	11 67	
		Paid for self and luggage to railroad depot, Washington	75	
		Railroad fare, Washington to New Orleans	27 50	
		Sleeper, Washington to New Orleans	6 00	
		Dinner *en route*, Culpeper, Va	95	
		Supper *en route*, Danville, Va	75	
	13.	Breakfast *en route*, Central	75	
		Dinner *en route*, Atlanta, Ga	75	
		Supper *en route*, Montgomery, Ala	75	
	14.	Breakfast *en route*, Bayou Saint Louis, La	75	
		Omnibus, self, to hotel (baggage in hotel bill)	50	
	18.	St. Charles Hotel bill, New Orleans	16 50	
		Porterage, handling luggage, hotel	*50	
		Omnibus for self, 50c.; baggage 50c. to cars for Bayou Sales	1 00	
		Railroad fare to Bayou Sales, La	4 75	
		Dinner *en route* (Morgan City), (1 p. m., B. S.)	75	
	21.	Carriage, Bayou Sales to North Bend and return	3 50	
		Railroad fare, Bayou Sales to Franklin, La. (wait till midnight)	25	
		Omnibus to town to wait till midnight train	25	
		Omnibus to railroad depot at midnight (double fare)	50	
		Dinner 75c.; supper 75c. at Franklin, La	1 50	
		Railroad fare, Franklin, La., to Austin, Tex	15 85	
		Sleeper, Franklin, La., to Austin, Tex	2 00	
	22.	Breakfast *en route* (Houston, Tex.)	75	
		Dinner at Ledbetter, *en route*	75	
		Self and baggage to hotel	50	
Feb.	1.	Bill at Avenue Hotel, Austin, January 22 to date	16 50	
			383 00	
		By disallowance	50	
				382 50
		Howard Perry:		
		For expenses actually and necessarily incurred under direction of Attorney-General, letter dated October		
1885.		6, 1885, as per following statement:		
Oct.	7.	Memorandum book	35	
		Herdic, self and baggage to depot, Washington, D. C	50	
		Railroad fare, Washington, D. C., to Philadelphia, Pa	4 00	
		Sleeper, Washington, D. C., to Philadelphia, Pa	2 00	
	8.	Sleeping-car porter	*25	
		Breakfast, Philadelphia, Pa	80	
		Baggage, Philadelphia, Pa	30	
		Car fare, Philadelphia, Pa	12	
		Dinner, Philadelphia, Pa	70	
		Railroad fare, Philadelphia, Pa., to Trenton, N. J	80	
		Hack to prison and return to depot	75	
		Railroad fare, Trenton, N. J., to New York City	1 75	
		Baggage, Trenton, N. J	10	
		Hack, self, and baggage to hotel from depot, New York	50	

* Disallowed.

1885.		Howard Perry—Continued.	
Oct.	9.	Car fare, New York	$0 10
		Bridge fare to Brooklyn, N. Y	03
		Carriage to penitentiary, Brooklyn, N. Y	1 50
		Lunch, New York	35
	10.	Hotel bill, New York City	5 50
		Self and baggage to depot, New York City	75
		Railroad fare, New York to Hartford, Conn	2 65
		Hack, depot to hotel, Hartford, Conn	25
		Parlor car, New York to New Haven	50
		Carriage from Hartford to penitentiary at Wethersfield, Conn	1 00
	11.	Hotel bill, Hartford, Conn	6 25
		Self and baggage to depot, Hartford (2 a. m.)	50
		Railroad fare, Hartford, Conn., to Boston, Mass	2 88
		Sleeper, Hartford, Conn., to Boston, Mass	1 50
	12.	Porter on sleeper	*25
		Self and baggage to hotel, Boston	50
		Car fare, Boston	15
		Hotel bill, Boston	3 20
		Self and baggage to depot, Boston	50
		Railroad fare, Boston to Portland, Me	2 50
		Parlor car, Boston to Portland, Me	60
		Self and baggage to hotel, Portland, Me	50
	13.	Hotel bill, Portland	1 50
		Self and baggage to depot, Portland, Me	50
		Railroad fare, Portland to Thomaston, Me	2 25
		Hack to prison, Thomaston, Me	25
		Dinner, Thomaston, Me	50
		Railroad fare, Thomaston, Me., to Portsmouth, N. H	3 50
		Parlor car, Portland, Me., to Portsmouth, N. H	35
		Self and baggage to hotel, Portsmouth	25
	14.	Hotel bill, Portsmouth, N. H	1 50
		Self and baggage to depot, Portsmouth, N. H	25
		Railroad fare, Portsmouth to Concord, N. H	1 60
		Hack to prison, Concord, N. H	50
		Supper, Concord, N. H	75
		Railroad fare, Concord to White River Junction	2 25
	15.	Hotel bill, White River Junction	1 00
		Railroad fare, White River Junction to Windsor, Vt	50
		Carriage hire, Windsor to Proctorville, Vt	2 50
		Railroad fare, Proctorville to Rutland, Vt	1 15
		Lunch, Rutland	20
		Railroad fare, Rutland to Albany, N. Y	3 20
	16.	Hack to penitentiary, Albany, N. Y	75
	17.	Hotel bill, Albany, N. Y	9 25
		Railroad fare, Albany to Elmira, N. Y	5 10
		Sleeper, Albany to Elmira, N. Y	1 50
		Baggage to depot, Albany	25
	18.	Porter on sleeper	*25
		Carriage to Elmira Reformatory and return	1 00
		Hotel bill, Elmira	3 00
		Railroad fare, Elmira to Auburn, N. Y	2 72
		Lodging, Owego, N. Y	50
		Self and baggage to depot, Owego, N. Y	25
	19.	Breakfast, Freeville, N. Y	40
		Dinner at Auburn, N. Y	65
		Railroad fare, Auburn to Rochester, N. Y	1 54
		Baggage, Auburn	25
		Supper, Rochester, N. Y.	1 00
		Railroad fare, Rochester, N. Y., to Detroit, Mich.	8 40
		Sleeper, Rochester, N. Y., to Detroit, Mich	2 00
	20.	Porter on sleeper	*25
		Hack to hotel, Detroit, Mich	25
	21.	Hotel bill, Detroit, Mich	6 25
		Self to depot, Detroit, Mich	50
		Railroad fare, Detroit to Chicago, Ill	8 00

*Disallowed.

1885.		Howard Perry—Continued.		
Oct.	21.	Sleeper, Detroit to Michigan City, Ind	$2 00	
	22.	Porter on sleeper	*25	
		Breakfast, Michigan City	50	
		Hack to prison, Michigan City	25	
		Parlor car, Michigan City to Chicago	25	
		Baggage to hotel, Chicago	25	
	23.	Hack to depot, Chicago	50	
		Railroad fare, Chicago to Joliet and return	2 00	
		Herdic to hotel, Chicago	25	
		Hotel bill, Chicago, Ill	5 00	
		Railroad fare, Chicago to East Saint Louis	7 25	
		Sleeper, Chicago to East Saint Louis	2 00	
		Cab to depot, Chicago	25	
	24.	Porter on sleeper	*25	
		Breakfast on train	40	
		Railroad fare, East Saint Louis to Chester, Ill	2 50	
		Lunch at Pinkneyville, 25 cents; hack to prison, Chester, 25 cents	50	
	25.	Supper and room, Chester, Ill	75	
	26.	Lodging, Percy, Ill	25	
		Railroad fare, Percy, Ill., to East Saint Louis	1 95	
		Hack to Relay depot, East Saint Louis	50	
		Breakfast, East Saint Louis	50	
		Railroad fare, East Saint Louis to Washington, D. C	21 00	
		Parlor car, East Saint Louis to Cincinnati, Ohio	1 00	
		Porter on parlor car	25	
		Dinner at Vincennes, Ind., 50 cents; supper at Cincinnati, Ohio, 75 cents	1 25	
		Sleeper, Cincinnati to Washington, D. C	3 00	
	27.	Breakfast at Cumberland, Md	75	
		Porter on sleeper	*25	
		Self and baggage to residence, Washington, D. C	50	
		Jurat	25	
				$180 04
		By disallowance	2 00	
				178 04
		Frank Strong: For services and expenses as general agent, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
1886.				
Feb.	28.	Twenty-eight days' services, at $10 per day	280 00	
	1.	Railroad ticket, Washington, D. C., to Columbus, Ohio	10 50	
		Self and baggage to depot	50	
		Sleeper, Washington, D. C., to Pittsburgh, Pa	2 00	
	2.	Breakfast at Pittsburgh	75	
		Parlor car, Pittsburgh to Columbus, Ohio	1 00	
		Dinner at Columbus, Ohio, 75 cents; supper, same, 75 cents	1 50	
		Hack at Columbus, Ohio	1 00	
		Railroad ticket, Columbus to Washington, D. C	12 75	
		Sleeper to Harrisburg, Pa	2 50	
	3.	Breakfast at Pittsburg, Pa	75	
		Lunch, Altoona, Pa	50	
		Self and baggage from depot, Washington, D. C. (night)	1 00	
	28.	Bill, Western Union Telegraph Company	10 55	
		Bill, United Lines Telegraph Company	50	
				325 80
		James W. Nightingale:		
	28.	For services and expenses, as examiner, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
		Twenty-eight days' services, at $8 per day	224 00	
	6.	Conveyance to depot, Washington, D. C	50	
		Railroad fare, Washington, D. C., to Providence, R. I	11 75	

* Disallowed.

1886.		James W. Nightingale—Continued.		
Feb.	6.	Supper, Grand Central depot, New York	$0 90	
		Sleeping car, New York city to Providence, R. I.	1 50	
	7.	Omnibus, depot to Narragansett Hotel, Providence, R. I.	25	
	10.	Street-car fare, Providence, R. I., 12 cents; 11th, 18 cents; 12th, 12 cents; 13th, 12 cents	54	
	16.	Board, Narragansett hotel, Providence, R. I., February 7 to 16, inclusive	37 00	
		Conveyance, Narragansett hotel to Stonington pier, Providence, R. I	50	
		Fare on steamer Massachusetts, Providence, R. I., to New York city	3 25	
		Supper, steamer Massachusetts	85	
	17.	Coach fare, from pier 36 to Sturtevant house, New York city	50	
		Breakfast, 95 cents; dinner, 75 cents: supper, $1	2 70	
		Fares on elevated railroad, hotel to United States court building and return	20	
	18.	Breakfast, $1; dinner, 65 cents; supper, 90 cents	2 55	
		Fare on elevated railroad	20	
	19.	Breakfast, $1; dinner, 70 cents; supper, 85 cents	2 55	
		Fares on elevated railroad	20	
	20.	Breakfast, 80 cents; dinner, 90 cents; supper, 95 cents	2 65	
		Fares on elevated railroad	20	
	21.	Breakfast, 85 cents; dinner, 80 cents; supper, $1	2 65	
		Fares on elevated railroad	20	
	22.	Breakfast, 90 cents; dinner, 70 cents; supper, 85 cents	2 45	
		Fares on elevated railroad	20	
	23.	Breakfast, 95 cents; dinner, 75 cents; supper, 90 cents	2 60	
		Fares on elevated railroad	20	
	24.	Breakfast, $1; supper, $1 05	2 05	
		Fares on elevated railroad	20	
	25.	Breakfast, $1; dinner, 75 cents; supper, 95 cents	2 70	
		Fares on elevated railroad	20	
	26.	Breakfast, 85 cents; dinner, 75 cents; supper, 80 cents	2 40	
		Fares on elevated railroad	20	
	27.	Breakfast, 95 cents; dinner, 65 cents; supper, 90 cents	2 50	
		Fares on elevated railroad	20	
	28.	Breakfast, $1; dinner, 85 cents; supper, 65 cents	2 50	
		Fares on elevated railroad	20	
		Room at Sturdevant House, New York city, February 17 to 28, inclusive, at $1 per day	12 00	
				$326 24
		William N. McKenney:		
		For services and expenses as special agent, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
Mar.	1.	Twenty-eight days' services, at $7 per day	196 00	
		Meals as per voucher No. 1 (at Losekam)	64 00	
		Lodgings as per voucher No. 2	20 00	
		Jurat	25	
				280 25
		J. Monroe Heiskell:		
Feb.	28.	For services and expenses as examiner, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
		Twenty-eight days' services, at $8 per day	224 00	
		Meals at Losekam, Washington, from February 1 to 28, inclusive, as per voucher No. 1	61 80	
		Room rent, as per voucher No. 2	25 00	
		Jurat	25	
				311 05
		Leigh Chalmers:		
	28.	For services and expenses as examiner, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
		Twenty-eight days' services, at $8 per day	224 00	
	9.	Railroad fare, Washington, D. C., to Jackson, Miss	25 50	

1886.		Leigh Chalmers—Continued.		
Feb.	9.	Hack from residence to depot	$1 00	
		Sleeper from Washington to Atlanta, Ga	4 50	
		Dinner on the train	1 00	
		Supper on the train	75	
	10.	Breakfast at Center, S. C	50	
		Extra railroad fare from Charlotte, N. C., to Jackson, Miss	*23 35	
		Dinner at Atlanta	75	
		Supper on train	85	
		Sleeper from Atlanta, Ga., to Meridian, Miss	3 00	
	11.	Breakfast at Meridian	75	
		Sleeper from Meridian to Jackson, Miss	50	
		Baggage from depot to hotel, Jackson	25	
	12.	Hotel bill at Edwards House	3 50	
		Transfer baggage from Edwards House to Lawrence House, Jackson	50	
		Hack-hire	1 00	
	18.	Hotel bill at Lawrence House, Jackson	15 00	
		Railroad fare, Jackson to Oxford, Miss	4 75	
		Baggage to depot	25	
		Supper at restaurant	75	
		Sleeper from Jackson to Oxford, Miss	2 00	
	19.	Hack from depot to hotel at Oxford	50	
	20.	Hotel bill at Oxford	4 50	
		Hack from hotel to depot, Oxford	50	
		Railroad fare from Oxford back to Jackson	4 75	
		Sleeper from Oxford to Jackson	2 00	
	21.	Baggage from depot to Lawrence House	25	
		Hack-hire	1 50	
	23.	Hotel bill at Jackson, Miss	6 50	
		Railroad fare from Jackson, Miss., to Little Rock, Ark	13 25	
		Sleeper from Jackson, Miss., to Memphis, Tenn	2 00	
	24.	Breakfast at Sardis, Miss	50	
		Stopped with a friend at Sardis, dinner, supper, lodging, and breakfast on 25th; no charge.		
	25.	Dinner at Memphis	75	
		Supper on train	70	
		Sleeper, Memphis to Little Rock, Ark	2 00	
		Hack from depot to hotel	50	
	28.	Hotel bill at Little Rock, Ark	9 75	
			364 40	
		By disallowance of voucher No. 1	23 35	
				$341 05
		George Carter:		
		For expenditures and services during the months of January and February, 1886, while investigating the abstraction of silver bars from the United States Mint at Philadelphia, Pa., as per annexed schedule:		
Jan.	1.	To February 28, 1886, 59 days' subsistence in Philadelphia, at $2 per day	118 00	
		To February 28, 1886, 59 days' services, at $3 per day	177 00	
		Jurat fee for this account	25	
			295 25	
		By amount received of D. M. Fox, superintendent United States Mint, Philadelphia, Pa., during months of January and February, 1886	106 01	
				189 24
		D. Ira Baker:		
Feb.	28.	For services and expenses as examiner, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
		Twenty-eight days' services, at $8 per day	224 00	

* Disallowed.

1886.	D. Ira Baker—Continued.			
Feb. 28.	Porterage, handling luggage, Avenue Hotel, Austin	*$0	25	
	Omnibus fare to railroad depot, 25 cents; for luggage, 25 cents		50	
2.	Railroad fare to San Antonio, Tex	2	45	
	Breakfast *en route*, Kyle		50	
	Omnibus, self and luggage to Maverick Hotel, San Antonio		50	
5.	Bill at hotel, San Antonio	9	75	
	Porter handling luggage at hotel		*25	
	Omnibus, self and luggage to railroad depot		50	
	Railroad fare, San Antonio to Denison, Tex	11	75	
	Sleeper, San Antonio to Denison, Tex	3	00	
	Supper *en route*, Kyle		50	
6.	Breakfast *en route*, Fort Worth, Tex		75	
	To hotel, baggage		25	
	Street-car fare, Denison		20	
	Telegram, S. H. Russell, Paris, Tex		50	
	Dinner at Denison, restaurant. (Compelled to remain over to see Russell one day)		75	
7.	Bill at hotel, Denison (Sunday)	3	25	
	Baggage to cars for Dallas		25	
	Railroad fare, Denison to Dallas	2	45	
	Omnibus, self and luggage to hotel, Dallas		50	
8.	Street-car fare, 15 cents; 9th, 10 cents; 10th, 10 cents; 11th, 20 cents		55	
13.	Street-car fare, 15 cents; 16th, 20 cents		35	
17.	Telegram from S. H. Russell		*80	
19.	Street-car fare, Dallas, 15 cents; 23d, 20 cents		35	
28.	Bill at Grand Windsor Hotel, February 7th to date	52	55	
		317	45	
	By disallowances as above	1	30	
				$316 15
	David A. Fisher:			
28.	For services and expenses as examiner, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:			
	Twenty-eight days' services, at $8 per day	224	00	
1.	Board at San Xavier Hotel, Tucson, Ariz	1	00	
1.	[Southern Pacific Railroad furnished me transportation from Tucson to Maricopa, Ariz., on order from Department of Justice.]			
2.	Supper, lodging, and breakfast, Maricopa, Ariz	2	00	
	Stage fare, Maricopa to Phœnix, Ariz	3	00	
	Dinner at Lemon House, Phœnix, Ariz		50	
	Stage fare, Phœnix to Prescott, Ariz., 110 miles	15	00	
	Supper at Desert City, Ariz		50	
3.	Breakfast at Bumble Bee, Ariz		75	
	Dinner at Big Bug, Ariz		75	
4.	Telegram from Frank Strong, general agent Department of Justice. This telegram was sent to Tucson, Ariz., from which place it was forwarded to me at Prescott, for the forwarding of which was paid		70	
6.	Room rent, 3½ days	4	00	
	Board, 3 days	3	50	
7.	Stage fare, Prescott to Phœnix, Ariz	15	00	
	Dinner at Big Bug, Ariz		75	
8.	Breakfast at Desert City, Ariz		50	
9.	Board and lodging at Lemon House, Phœnix, Ariz	3	00	
0.	Breakfast at Maricopa, Ariz		50	
	[Transportation furnished by Southern Pacific Railroad from Maricopa to Tucson, Ariz., upon order of Department of Justice.]			

* Disallowed.

1886.		David A. Fisher—Continued.		
Feb.	11.	Board and lodging, San Xavier Hotel, Tucson	$3 00	
		[Transportation furnished by Southern Pacific Railroad from Tucson, Ariz., to San Francisco, Cal., on order of Department of Justice.]		
		Sleeping-car fare, Tucson to San Francisco, Cal	6 50	
	12.	Breakfast at India, Cal	1 00	
		Dinner at Los Angeles, Cal	75	
		Supper at Mojave, Cal	75	
	13.	Breakfast at Merced, Cal	50	
		Transferring baggage, depot to hotel, San Francisco	50	
		Street-car fare, depot to Hotel, San Francisco	05	
	28.	Hotel bill, San Francisco, 16 days, at $3 per day	48 00	
				$336 50
		Howard Perry:		
	18.	For expenses actually and necessarily incurred under letter of instruction from Attorney-General, dated Feb. 16, 1886, as per following statement:		
		Railroad fare, Washington, D. C., to Richmond, Va	3 85	
		Hansom to Baltimore and Potomac depot	25	
		Dinner, Milford, Va	75	
		Street-car fare, Richmond	10	
	19.	Hotel bill, Richmond	3 50	
		Railroad fare, Richmond to Lynchburg	4 30	
		Hotel bill, Lynchburg	2 50	
		Railroad fare, Lynchburg to Abingdon, Va	6 60	
		Sleeper, Lynchburg to Abingdon, Va	1 50	
	20.	Hotel bill, Abingdon	2 00	
		Railroad fare, Abingdon, Va., to Knoxville, Tenn	4 50	
		Sleeper, Abingdon, Va., to Knoxville, Tenn	2 00	
	21.	Bus to hotel, Knoxville, Tenn	25	
		Carriage to house of deputy marshal, Knoxville	1 00	
		Hotel bill, Knoxville	3 15	
		Railroad fare, Knoxville to Asheville, N. C	4 35	
		Bus to depot, Knoxville	25	
	22.	Breakfast, Alexandria, N. C	50	
		Bus to hotel, Asheville	25	
	23.	Hotel bill, Asheville	2 50	
		Bus to depot, Asheville	25	
		Railroad fare, Asheville to Statesville, N. C	4 80	
		Dinner at Hickory, N. C	50	
		Bus fare, Statesville, N. C	25	
	24.	Hotel bill, Statesville, N. C	2 00	
		Bus fare to depot, Statesville, N. C	25	
		Railroad fare, Statesville to Greensboro', N. C	3 10	
		Supper, Salisbury, N. C	50	
	25.	Railroad fare, Greensboro' to Danville, Va., and return	3 25	
		Hack from depot, Danville	25	
		Hotel bill, Danville	1 25	
		Baggage to depot, Danville	25	
	26.	Hotel bill, Greensboro', N. C	2 50	
		Railroad fare, Greensboro' to Raleigh, N. C	3 20	
		Bus to hotel, Raleigh, N. C	25	
	27.	Hotel bill, Raleigh, N. C	3 75	
		Carriage to penitentiary and return, Raleigh	1 00	
		Bus to depot, Raleigh	25	
		Railroad fare, Raleigh to Charleston, S. C	12 85	
		Sleeper, Goldsboro', N. C., to Charleston, S. C	2 50	
		Supper, Wilmington, N. C	75	
	28.	Bus to hotel, Charleston	50	
		Hotel bill, Charleston, to March 1	4 75	
				93 05
		Leigh Chalmers:		
Mar.	1.	For services and expenses as examiner, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
		Hotel bill at Little Rock, Ark	1 75	

1886.	Leigh Chalmers—Continued.		
Mar.	Hack to depot	$0 50	
	Railroad fare from Little Rock to Fort Smith, Ark	7 80	
	Supper at Ozark	50	
	Hack from depot to hotel, Fort Smith	50	
7.	Hotel bill at Fort Smith	15 60	
	Railroad fare, Fort Smith, Ark., to Shreveport, La	15 85	
	Hack from hotel to depot	50	
	Breakfast at Ozark	50	
	Dinner at Iron Mountain Crossing	75	
	Supper at Iron Mountain Crossing	50	
	Sleeper from Iron Mountain Crossing to Marshall, Tex	2 50	
8.	Breakfast at Texarkana	75	
	Dinner at Marshall, Tex	75	
	Hack from depot to hotel at Shreveport	50	
12.	Hack hire	1 00	
13.	Hotel bill at Shreveport	23 00	
	Hack from hotel to depot	50	
	Railroad fare, Shreveport to New Orleans, La	11 50	
	Sleeper from Shreveport to New Orleans, La	3 00	
14.	Breakfast	75	
	Dinner	1 00	
	Hack from ferry-boat to hotel	1 00	
16.	Hotel bill at Hotel Royal, New Orleans	7 50	
	Hack to transfer baggage from hotel to boarding-house	1 00	
22.	Board bill at New Orleans	21 50	
	Railroad fare, New Orleans to Washington, D. C	29 55	
	Sleeper, New Orleans to Washington, D. C	7 50	
	Hack from room to depot	1 00	
	Supper on the train	80	
23.	Breakfast at Atlanta	75	
	Dinner at Center	50	
	Supper at Charlotte	75	
24.	Breakfast and dinner at Richmond	1 75	
	Supper at Milford	75	
	Hack from depot to residence	1 00	
	Jurat	25	
			$413 60

Frank Strong:

6.	For services and expenses as general agent, Department of Justice, from March 1 to March 31, 1886, inclusive, as follows:		
	Thirty-one days' services, at $10 per day	310 00	
	Self and baggage from home to depot, Washington, D. C.	50	
	Railroad fare, Washington, D. C., to Jacksonville, Fla	23 70	
	Sleeper, Washington, D. C., to Jacksonville, Fla	5 50	
	Supper at Milford, Va., 75 cents; breakfast at Florence (7th), 75 cents	1 50	
7.	Dinner on cars, $1; supper at Way Cross, Fla., 75 cents	1 75	
	Bus from depot to hotel, Jacksonville, Fla	25	
8.	Railroad, Jacksonville to Saint Augustine, Fla., and return	2 50	
	Bus, depot to hotel, Saint Augustine, Fla	50	
9.	Hotel bill, Saint Augustine, Fla	3 00	
	Bus, hotel to depot, Saint Augustine, Fla	25	
	Parlor car, Saint Augustine, Fla., to Jacksonville	25	
	Railroad, Jacksonville, Fla., to Montgomery, Ala	13 75	
	Sleeper, Jacksonville, Fla., to Montgomery, Ala	2 50	
	Hotel bill, Jacksonville, Fla., $4; bus, depot, 25 cents	4 25	
	Supper on cars	80	
10.	Bus, depot to hotel, Montgomery, Ala	25	
	Hotel bill at Montgomery, Ala	3 00	
	Bus to depot at Montgomery, Ala	25	
	Railroad, Montgomery, Ala., to Pensacola, Fla	5 40	
	Sleeper, Montgomery, Ala., to Pensacola, Fla	2 00	
11.	Hotel bill at Pensacola, Fla	3 00	
	Railroad, Pensacola to Tampa, Fla	20 90	

1886.		Frank Strong—Continued.		
Mar.	11.	Sleeper, Pensacola to Baldwin, Fla	$2 00	
		Bus to depot, Pensacola, Fla	25	
	12.	Breakfast at Defuniak Springs, Fla	75	
		Dinner at Lloyd's, Fla., 75 cents; supper at Baldwin, Fla., 25 cents	1 00	
		Sleeper, Baldwin to Orlando, Fla	2 00	
	13.	Breakfast, Orlando, Fla	50	
		Bus, depot to hotel and return, Orlando, Fla	50	
		Parlor car, Orlando to Tampa, Fla	50	
	15.	Telegram to Department from Tampa, Fla	84	
		Hotel bill, Tampa, Fla	3 00	
		Steamer, Tampa, Fla., to Key West, Fla	10 00	
		Lunch at Tampa, Fla	30	
	16.	Bus fare, wharf to hotel at Key West, Fla	25	
	17.	Hotel bill, Key West, Fla	3 00	
		Steamer, Key West to Tampa, Fla	10 00	
		Bus fare, Key West hotel to boat	50	
	18.	Railroad, Tampa to Sanford, Fla	5 75	
		Parlor car to Sanford, Fla	50	
		Baggage, wharf to cars, Tampa	25	
		Lunch at Tampa	35	
		Telegram to United States attorney, Bethel, Tampa to Key West	70	
		Steamer, Sanford to Jacksonville, Fla	3 00	
	19.	Bus, boat to hotel Jacksonville, Fla	25	
		Hotel bill, Jacksonville, Fla	1 75	
		Bus, hotel to depot	25	
		Railroad fare, Jacksonville, Fla., to New Orleans, La	20 00	
		Sleeper from Jacksonville, Fla., to Montgomery, Ala	2 50	
		Supper on cars	65	
	20.	Railroad, Montgomery, Ala., to Birmingham, Ala	2 95	
		Parlor car, Montgomery, Ala., to Birmingham, Ala	50	
		Breakfast on cars	35	
		Hack (raining hard) at Birmingham, Ala	2 00	
		Dinner, Birmingham, Ala	50	
		Railroad, Birmingham to Montgomery, Ala	2 95	
		Sleeper from Birmingham, Ala., to New Orleans, La	3 00	
	21.	Bus, depot to hotel, New Orleans, La	50	
	22.	Hotel bill, New Orleans, $5.50; bus, 50 cents	6 00	
		Telegram to Department, New Orleans, La., to Washington, D. C. (16 words)	25	
		Railroad, New Orleans, La., to Memphis, Tenn	11 85	
		Sleeper, New Orleans, La., to Memphis, Tenn	2 50	
		Supper on cars	60	
	23.	Breakfast at Clarksdale	75	
		Bus, depot to hotel, Memphis, Tenn	25	
		Hotel bill at Memphis, Tenn	3 00	
		Street-car fare, in Memphis, Tenn	25	
		Bus, hotel to depot	25	
		Railroad, Memphis to Nashville, Tenn	7 25	
		Sleeper, Memphis to Nashville, Tenn	2 00	
	24.	Bus, depot to hotel, Nashville, Tenn	25	
		Hotel bill at Nashville, Tenn	3 75	
		Bus, hotel to depot, Nashville, Tenn	25	
		Railroad, Nashville, Tenn., to Washington, D. C	21 05	
		Sleeper, Nashville, Tenn., to Cincinnati, Ohio	2 00	
		Street-car fare, Nashville, Tenn	25	
	25.	Breakfast at Cincinnati, Ohio	75	
		Sleeper from Cincinnati to Pittsburgh, Pa	1 00	
		Dinner at Columbus, Ohio	75	
		Supper at Pittsburgh, Pa	75	
		Sleeper from Pittsburgh to Washington, D. C	2 00	
	26.	Bus, depot to house, Washington, D. C	50	
		Nails, etc., in repairing boxes to transport papers used by examiner, February 20, 1886	30	
		Jurat	25	
				$558 69

James W. Nightingale:
For services and expenses as examiner, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:

1886.			
Mar.	1.	Thirty-one days' service, at $8 per day	$248 00
		Breakfast, $1; dinner, 85 cents; supper, 90 cents	2 75
		Fare, elevated road to the United States court building and return	20
	2.	Breakfast, 95 cents; dinner, 80 cents; supper $1	2 75
		Fare, elevated road	20
	3.	Breakfast, $1; dinner, 65 cents; supper, $1	2 65
		Fare, elevated road	20
	4.	Breakfast, 95 cents; dinner, 90 cents; supper, $1	2 85
		Fare, elevated road	20
	5.	Breakfast, $1; dinner, 70 cents; supper, $1	2 70
		Fare, elevated road	20
	6.	Breakfast, 95 cents; dinner, 70 cents; supper, $1	2 65
		Fare, elevated road	20
		Memorandum book for expenses, &c.	65
	7.	Breakfast, $1; dinner, 90 cents; supper, $1	2 90
		Fare, elevated road	20
	8.	Breakfast, 95 cents; dinner, 75 cents; supper, $1	2 70
		Fare, elevated road	20
	9.	Breakfast, $1; dinner, 80 cents; supper, 95 cents	2 75
		Fare, elevated road	20
	10.	Breakfast, 90 cents; dinner, 80 cents; supper, $1	2 70
		Fare, elevated road	20
	11.	Breakfast, $1; dinner, 70 cents; supper, 95 cents	2 65
		Fare, elevated road	20
	12.	Breakfast, $1; dinner, 55 cents; supper, $1	2 55
		Fare, elevated road	20
	13.	Breakfast, 90 cents; dinner, 80 cents; supper, 95 cents	2 65
		Fare, elevated road	20
	14.	Breakfast, $1; dinner, 80 cents; supper, 95 cents	2 75
		Street-car fare	10
	15.	Breakfast, $1; dinner, 45 cents; supper, 95 cents	2 40
		Fare, elevated road	20
	16.	Breakfast, 90 cents; dinner, 85 cents; supper, 95 cents	2 70
		Street-care fares	10
	17.	Breakfast, $1; dinner, 85 cents; supper, $1	2 85
		Fare, elevated road	20
	18.	Breakfast, 95 cents; dinner, 80 cents; supper, $1	2 75
		Street-car fares	10
	19.	Breakfast, $1; dinner, 80 cents; supper, $1	2 80
		Fare, elevated road	20
	20.	Breakfast, $1; dinner, 90 cents; supper, $1	2 90
		Fares, elevated road	20
	21.	Breakfast, $1; dinner, 80 cents; supper, 95 cents	2 75
		Street-car fare	10
	22.	Breakfast, $1; dinner, 85 cents; supper 95 cents	2 80
		Fares, elevated road	20
	23.	Breakfast, 90 cents; dinner, 75 cents; supper, $1	2 65
		Fares, elevated road	20
	24.	Breakfast, 85 cents; dinner, 70 cents; supper, $1	2 55
		Fares, elevated road	20
	25.	Breakfast, $1; dinner, 70 cents; supper, $1	2 70
		Street-car fare	10
	26.	Breakfast, $1; dinner, 85; supper, $1	2 85
		Fares, elevated road	20
	27.	Breakfast, $1; dinner, 50 cents; supper $1	2 50
		Fares, elevated road	20
	28.	Breakfast, $1; dinner, 70 cents; supper, $1	2 70
		Street-car fares	10
	29.	Breakfast, $1; dinner, 65 cents; supper, $1	2 65
		Street-car fares	10
	30.	Breakfast, $1; dinner, 90 cents; supper, $1	2 90
		Fare, elevated road	20

1886.		James W. Nightingale—Continued.		
Mar.	31.	Room, Sturtevant House, New York City, March 1 to 30, inclusive, 30 days, at $1 per day	$30 00	
		Breakfast, $1; dinner, 90 cents	1 90	
		Fare on elevated road	10	
		Railroad fare, New York City to Washington, D. C	6 50	
		Seat in parlor-car, New York City to Washington, D. C. (impossible to get seat in coaches)	1 25	
		Supper on train	60	
		Conveyance from depot, Washington, D. C	50	
		Jurat	25	
				$376 50
		D. Ira Baker: For services and expenses as examiner, Department of Justice, from April 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
April	1.	Board bill, March 1, 1886, to April 1, 1886	80 00	
		Street-car fare expended in the city of Dallas, as follows, viz:		
		March 2d, 10 cents; 5th, 15 cents; 8th, 20 cents; 11th, 20 cents; 13th, 10 cents; 16th, 18th, 19th, 20th, 22d, each, 10 cents; 23d, 25th, 26th, 30 cents; 29th, 15 cents; 30th, 20 cents; 31st, 10 cents	2 00	
				330 00
		David A. Fisher: For services and expenses as examiner, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:		
Mar.	31.	Thirty-one days' services, at $8 per day	248 00	
		Board and lodging at Palace Hotel, San Francisco, Cal., 31 days, at $3 per day	93 00	
				341 00
		D. Ira Baker: For services and expenses as examiner, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		
April	1.	Thirty days' services, at $8 per day	240 00	
		Porter handling luggage at Grand Hotel, Dallas	*25	
		Breakfast at Grand Hotel, Dallas	75	
		Dinner at Grand Hotel, Dallas	1 00	
		Supper at Grand Hotel, Dallas	75	
		Lodgings at Grand Hotel, Dallas (all day waiting)	1 00	
	2.	Bus, self and luggage, to railroad depot for Waco	50	
		Railroad fare, Dallas to Waco	3 90	
		Breakfast *en route* at Fort Worth, 75 cents; dinner *en route*, 85 cents	1 60	
		Omnibus, self and luggage, to hotel, Waco	50	
	12.	Hotel bill, McLelland House, Waco	21 50	
		Porter handling luggage at hotel	*25	
		Bus for self and luggage to depot for Weatherford	50	
		Railroad fare to Weatherford, Texas	4 10	
		Supper *en route*, Fort Worth	75	
		Bus, self and baggage, to hotel (1.30 a. m., night at Weatherford)	50	
		Lodging at hotel	75	
	13.	Breakfast at hotel (5 a. m.)	75	
		Stage fare to Graham, 65 miles	6 00	
		Dinner *en route*	50	
	14.	Hotel bill, Wright House, Graham	3 00	
	15.	Breakfast, Wright House	50	
		Porterage at Wright House, handling luggage	*25	
		Stage fare, Graham to Weatherford	6 00	
		Dinner *en route*	50	
		Supper and lodging at Weatherford	1 50	
	16.	Breakfast at Weatherford	75	

*Disallowed.

1886.	D. Ira Baker—Continued.		
April 16.	Railroad fare to Dallas	$1 90	
	Bus, self and luggage, at Dallas, Grand Hotel	50	
	Street-car fare at Dallas	10	
17.	Street-car fare at Dallas, 15 cents; 19th, 15 cents; 20th, 15 cents	45	
21.	Hotel bill, Grand, Dallas	12 50	
	Porter handling baggage at hotel	*25	
	Bus to depot, self and luggage	50	
	Railroad fare, Dallas to Marshall, Tex	5 20	
	Dinner *en route*, Mineola	75	
	Bus, self and luggage, to hotel, at night	50	
	Supper and lodging at Marshall	1 50	
22.	Railroad fare to Gainesville (3½ a. m. night)	6 40	
	Breakfast at Mineola, *en route*	75	
	Dinner at Denison	75	
	Self and luggage to hotel	50	
23.	Street-car fare in Gainesville, five times	25	
24.	Bill at hotel, Gainesville	3 50	
	Porter handling luggage at hotel	*25	
	Bus to railroad depot, self and luggage	50	
	[Railroad fare to Saint Louis, $20.20, not paid. Passed free.]		
	Sleeper and chair to Saint Louis	4 25	
	Supper at Eufaula, *en route*	75	
25.	Breakfast at Sedalia, *en route*	75	
	Dinner at Jefferson City	75	
	At night at Saint Louis waited for letters and dispatches from Texas. Self and baggage to hotel	50	
27.	A. M. hotel bill, Southern Hotel, Saint Louis	5 50	
	Handling luggage at hotel	*25	
	Railroad fare from Saint Louis to Washington	20 25	
	Sleeper to Washington	4 00	
	Dinner *en route*, Vincennes	50	
	Supper *en route*, Cincinnati	75	
28.	Breakfast *en route*, Cumberland	75	
	Baggage and car fare to hotel, Washington	55	
	Destey's Federal Procedure	3 50	
	Railroad guide to estimate distances in deputy marshal's accounts	50	
	Map of Texas to know and show the distances, &c	1 00	
	Jurat	25	
		380 20	
	By disallowances, as above	1 50	
			$378 70
	Frank Strong:		
30.	For services and expenses as general agent, Department of Justice, April 1 to 30, 1886, inclusive, as follows:		
	Thirty days' services, at $10 per day	300 00	
26.	Railroad fare and sleeper, Washington, D. C., to Columbus, Ohio	15 00	
	From residence to depot, Washington	50	
26.	Dinner on cars, $1; supper on cars, $1	2 00	
27.	Depot to hotel, Columbus, Ohio	50	
	Hack-hire, Columbus, Ohio, 50 cents; hotel bill, Columbus, Ohio, $4	4 50	
	Hotel to depot, Columbus, Ohio	50	
	Railroad fare and sleeper, Columbus to Washington	16 75	
28.	Breakfast on cars, $1; dinner on cars, $1	2 00	
	Parlor-car, Harrisburg, Pa., to Washington, D. C	75	
	Depot to residence, Washington, D. C	50	
30.	Telegrams Western Union Telegraph Company, Mar. 18, '86	17 57	
	Telegrams Western Union Telegraph Company, Apr., '86	12 73	
	Jurat	25	
			373 51

* Disallowed.

1886.		James W. Nightingale:		
Apr.	23.	For services and expenses as examiner, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $8 per day	$240 00	
		Conveyance to depot, Washington, D. C	50	
		Railroad fare, Washington, D. C., to New York City	6 50	
		Sleeping-car	2 00	
	24.	Breakfast, New York City	1 00	
		Fare, New York City to Boston, Mass. (via Fall River)	5 00	
		Dinner and supper on steamer Providence	1 60	
	25.	Seat in parlor-car, Fall River to Boston	25	
		Conveyance, depot to hotel, Boston, Mass	25	
		Breakfast, $1; dinner, 90 cents; supper, 80 cents	2 70	
	26.	Breakfast, $1; dinner, 65 cents; supper, 85 cents	2 50	
	27.	Breakfast, 95 cents; dinner, 70 cents; supper, $1	2 65	
	28.	Breakfast, $1; dinner, 75 cents; supper, $1	2 75	
	29.	Breakfast, 85 cents; dinner, 95 cents; supper, $1	2 00	
	30.	Breakfast, 90 cents; dinner, 85 cents; supper, 95 cents	2 70	
		Room, Young's hotel, April 25 to 30, inclusive	9 00	
		Jurat	25	
				$282 45
		J. Monroe Heiskell:		
Mar.	3.	For services and expenses as examiner, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
		Meals at Losekam, from March 1 to 3, inclusive	8 50	
		Lodging, Washington, from March 1 to 2, inclusive	2 00	
		Trunk and self to depot, Washington, D. C	50	
		Railroad fare, Washington to San Antonio, Tex	40 85	
		Sleeper, Washington to New Orleans	8 00	
	4.	Breakfast *en route*, on train	90	
		Dinner *en route*, on train	1 25	
		Supper *en route*, on train	90	
	5.	Breakfast *en route*, on train	95	
		Dinner *en route*, on train	1 25	
		Supper *en route*, on train	90	
		Sleeper, New Orleans to San Antonio	3 50	
		Transfer baggage, New Orleans	75	
	6.	Breakfast *en route*, on train	85	
		Dinner *en route*, on train	1 25	
		Supper *en route*, on train	90	
		Baggage and self to quarters, San Antonio	75	
		Handling official boxes, San Antonio	1 00	
	31.	Meals at San Antonio, from March 7 to 31, inclusive	82 50	
		Room rent, San Antonio	15 00	
		Jurat to this account	25	
				420 75
		J. Monroe Heiskell:		
Apr.	3.	For services and expenses as examiner, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		
		Thirfy days' services, at $8 per day	240 00	
		Conveyance to depot, San Antonio	50	
	3.	Railroad fare, San Antonio to Austin	2 45	
		Parlor-car, San Antonio to Austin	50	
		[At no expense to Government while in Austin, from night of 3d to morning of April 6, 1886.]		
	6.	Fare, Austin to San Antonio, returning	2 45	
		Parlor-car to San Antonio, returning	50	
		Breakfast, Pels station	75	
		Conveyance to quarters, San Antonio	50	
	15.	Meals, San Antonio, from April 1 to 15, inclusive	44 20	
	16.	Handling boxes official papers, San Antonio	1 00	
		Room rent, San Antonio	9 00	
		Baggage and self to depot	75	
		Railroad fare, San Antonio to New Orleans	19 00	

1886.		J. Monroe Heiskell—Continued.		
Apr.	16.	Sleeper, San Antonio to New Orleans	$3 50	
		Dinner on train, *en route*	1 25	
		Supper on train, *en route*	90	
	17.	Transfer baggage and self, New Orleans	1 25	
		Breakfast, New Orleans	1 00	
		Dinner, New Orleans	1 25	
		Supper, New Orleans	85	
		Lodging, New Orleans	1 00	
	18.	Ticket, New Orleans to Washington City	29 55	
		Chair-car New Orleans to Mobile	75	
		Sleeper from washout near Mobile to Washington City (30 miles from Mobile)	7 50	
		Breakfast *en route*, on train	90	
		Dinner *en route*, on train	1 25	
		Supper *en route*, on train	85	
	19.	Breakfast *en route*, on train	90	
		Dinner *en route*, on train	1 25	
		Supper *en route*, on train	85	
	20.	Breakfast *en route*, on train	90	
	20.	Baggage and self, residence, Baltimore	1 25	
	30.	Meals at Riggs House, Washington	25 60	
		Jurat to this account	25	
				$404 40

NOTE.—Was compelled to remain over at New Orleans 24 hours, on account of a washout on the railroad at Tensas River, Alabama.

William N. McKenney:

Mar.	3.	For services and expenses as special agent, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $7 per day	217 00	
		Baggage to depot, Washington	25	
		Meals in Washington, from March 1 to 3, inclusive	7 50	
		Room-rent in Washington, March 1, 2, and 3	2 00	
		Railroad ticket to San Antonio, Tex	40 85	
		Sleeper to New Orleans from Washington, D. C	8 00	
	4.	Breakfast on railroad car	85	
		Dinner on railroad car	1 30	
		Supper on railroad car	75	
	5.	Breakfast on railroad car	90	
		Dinner at New Orleans	1 25	
		Transfer baggage at New Orleans	50	
		Sleeper to San Antonio, Tex., from New Orleans, La	3 50	
		Supper on railroad car	90	
	6.	Breakfast on railroad car	75	
		Dinner on railroad car	1 25	
		Supper on railroad car	80	
		Baggage at San Antonio, Tex	50	
	28.	Telegram to disbursing clerk from San Antonio, Tex., to Washington, D. C (17 words)	75	
	31.	Meals at San Antonio, Tex., March 7 to 31, inclusive	82 50	
		Room rent, March 6 to 31, inclusive	15 00	
		Jurat	25	
				387 35

William N. McKenney:

Apr.	3.	For services and expenses as special agent, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $7 per day	210 00	
		Railroad fare, San Antonio to Austin, Tex	2 45	
		Hack to depot at San Antonio	50	
		Parlor car	50	
	6.	No expenses at Austin, Tex.		
		Railroad fare, Austin to San Antonio, Tex	2 45	
		Hack to depot at Austin, Tex	50	

1886.		William N. McKenney—Continued.		
Apr.	6.	Parlor car	$0 50	
		Breakfast on railroad car	75	
		Hack from depot at San Antonio, Tex	50	
	9.	Telegram to D. W. Doom, attorney at law, at Austin, Tex., sixteen words	40	
	15.	Room rent at San Antonio, Tex., from April 1 to 15, inclusive	9 00	
		Meals at San Antonio, Tex., from April 1 to 15, inclusive, less two days at Austin, Tex	44 20	
		Amount paid for daily attention and cleaning office in court-house at San Antonio, Tex., from March 7 to April 15, inclusive. (See note of explanation at foot of this account)	5 00	
	16.	Breakfast at San Antonio, Tex	75	
		Transfer self and baggage to depot, San Antonio, Tex	75	
		Railroad fare, San Antonio to New Orleans, La	19 00	
		Sleeper, San Antonio to New Orleans, La	3 50	
		Dinner on railroad car	1 25	
		Supper on railroad car	85	
	17.	Transfer self and baggage at New Orleans, La	1 25	
		Breakfast at New Orleans, La	1 00	
		Dinner at New Orleans, La	1 50	
		Supper at New Orleans, La	75	
		Lodgings at New Orleans, La	1 00	
	18.	Breakfast at New Orleans, La	1 00	
		Railroad fare from New Orleans, La., to Washington, D. C.	29 55	
		Chair car to Mobile, Ala	75	
		Sleeper from Mobile, Ala., to Washington, D. C	7 50	
		Dinner at Mobile, Ala	1 30	
		Supper on railroad car	75	
	19.	Breakfast at Atlanta, Ga	75	
		Dinner on railroad car	1 25	
		Supper on railroad car	80	
	20.	Transfer self and baggage from depot, Washington, D. C.	1 00	
		Room rent in Washinton, D. C., from April 20 to 30, inclusive	10 00	
		Meals in Washington, D. C., from April 20 to 30, inclusive	30 25	
		Jurat	25	
				$393 50

NOTE.—The office-room in the court-house at San Antonio, Tex., which was assigned to Examiner Heiskell and myself was in a deplorable condition, and it became necessary to hire a man to put it in order and clean it every day. For this service from March 7 to April 15, inclusive, I paid the sum of $5, as charged in the foregoing account.

WM. N. MCKENNEY.
Special Agent, Department of Justice.

1886.		Leigh Chalmers:		
Apr.	24.	For services and expenses as examiner, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $8 per day	240 00	
		Railroad ticket, Washington, D. C., to Saint Louis, Mo. (limited)	16 50	
		Hire of hack for self and baggage from residence to depot	1 00	
		Sleeper from Washington, D. C., to Saint Louis, Mo	3 00	
		Supper at Cumberland, Md	75	
	25.	Breakfast at Cincinnati, Ohio	75	
		Parlor car from Cincinnati to Saint Louis	1 00	
		Dinner at Vincennes, Ind	50	
		Bus from depot to hotel (self and baggage)	50	
	27.	Hack hire	1 50	
	30.	Hotel bill at Southern Hotel, Saint Louis	17 00	
				282 50
		David A. Fisher:		
	30.	For services and expenses as examiner, Department of Justice, from April 1 to 30, 1886, inclusive, as follows:		

1886.		David A. Fisher—Continued.		
Apr.	30.	Thirty days' services, at $8 per day	$240 00	
	13.	Board and lodging, thirteen days, Palace Hotel, San Francisco, Cal.	39 00	
		Transferring baggage to depot, San Francisco, Cal	50	
		Sleeping-car fare, San Francisco to Reno, Nev	1 50	
		Supper at Sacramento, Cal	75	
	14.	Breakfast at Reno, Nev	75	
		Railroad fare, Reno to Carson, Nev	2 00	
		Transferring baggage, depot to hotel, Carson, Nev	50	
	21.	Exchange on Treasury draft, Bullion Bank, Carson, Nev	*75	
		Board and lodging, seven days, Ormsly House, Carson, Nev	17 50	
		Railroad fare, Carson to Virginia City, Nev	1 50	
	23.	Board and lodging, two days, International Hotel, Virginia City	7 00	
		Railroad fare, Virginia City to Carson, Nev	1 50	
	27.	Board and lodging, four and one-fourth days, Ormsly House, $10.50; transferring baggage, hotel to depot, 50 cents, Carson City, Nev	11 00	
		Railroad fare, Carson City to Reno, Nev	2 00	
	28.	Board and lodging, depot hotel, Reno, Nev	3 00	
		Sleeping-car fare, Reno, Nev., to San Francisco, Cal	1 50	
	29.	Breakfast at Sacramento, Cal	75	
		Tranferring baggage, depot to hotel, San Francisco	50	
			332 00	
		By disallowance	75	
				$331 25
		D. Ira Baker:		
May	31.	For services and expenses as examiner, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
	11.	Rent of room, 809 Fourteenth street, April 28 to date	20 60	
		Meals at Hailer's, 811 Fourteenth street, to date	15 66	
	31.	Board and lodging, May 11 to date, at the Hamilton; as per voucher 3.	50 00	
		Affidavit to account	25	
				334 60
		Frank Strong:		
	31.	For services and expenses as general agent, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $10 per day	310 00	
		Bill of Western Union Telegraph Company, May, 1886	10 06	
				320 06
		James W. Nightingale:		
	31.	For services and expenses as examiner, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
	1.	Breakfast, 90 cents; dinner, 75 cents; supper $1	2 65	
	2.	Breakfast, 95 cents; dinner, 85 cents; supper, $1	2 80	
	3.	Breakfast, 85 cents; dinner, 80 cents; supper, 95 cents	2 60	
	4.	Breakfast, 80 cents; dinner, 65 cents; supper, $1	2 45	
	5.	Breakfast, $1; dinner, 90 cents; supper, $1	2 90	
	6.	Breakfast, 75 cents; dinner, 80 cents; supper, $1	2 55	
	7.	Breakfast, 90 cents; dinner, 85 cents; supper, $1	2 75	
	8.	Breakfast, 85 cents; dinner, $1; supper, 95 cents	2 80	
	9.	Breakfast, 95 cents; dinner, 85 cents; supper, $1	2 80	
	10.	Breakfast, 80 cents; dinner, $1; supper, 90 cents	2 70	
	11.	Breakfast, 80 cents; dinner, $1; supper, 90 cents	2 70	
	12.	Breakfast, $1; dinner, 75 cents; supper, $1	2 75	
	13.	Breakfast, 80 cents; dinner, 60 cents; supper, 95 cents	2 35	
	14.	Breakfast, 70 cents; dinner, 85 cents; supper, 95 cents	2 50	
	15.	Breakfast, $1; dinner 70 cents; supper 95 cents	2 65	
		Room, Young's Hotel, May 1 to 14, inclusive	21 00	

* Disallowed.

1886.		James W. Nightingale—Continued.		
May	16.	Breakfast, 95 cents; dinner and supper $1.50	$2 45	
	17.	Breakfast, 85 cents; dinner and supper, $1.55	2 40	
	18.	Breakfast, 80 cents; dinner and supper $1.45	2 25	
	19.	Breakfast, $1; dinner and supper, $1.60	2 60	
	20.	Breakfast, 85 cents; dinner and supper, $1.45	2 30	
	21.	Breakfast, 85 cents; supper, 85 cents	1 70	
	22.	Breakfast, 85 cents; dinner and supper, $1.35	2 20	
		Room, Young's Hotel, May 15 to 21, inclusive	10 50	
	23.	Breakfast, $1; dinner, 85 cents; supper 75 cents	2 60	
	24.	Breakfast, 75 cents; dinner and supper, $1.20	1 95	
	25.	Breakfast, $1; dinner and supper, $1.45	2 45	
	26.	Breakfast, $1; dinner and supper, $1.50	2 50	
	27.	Breakfast, 85 cents; dinner and supper, $1.50	2 35	
	28.	Breakfast, 85 cents; dinner and supper, $1.30	2 15	
	29.	Breakfast, 85 cents; dinner and supper, $1.25	2 10	
	30.	Breakfast, 80 cents; dinner and supper, $1.10	2 00	
	31.	Breakfast, 85 cents; dinner and supper, $1.45	2 30	
		Room, Young's Hotel, May 22 to 31, inclusive	13 50	
		Jurat	25	
			—— ——	$369 50
		James J. Brooks:		
Apr.	30.	For expenses actually and necessarily incurred in the detection and arrest of Ramon Arjona and others, engaged in counterfeiting foreign bank-notes, as per following schedule:		
		Paid Andrew L. Drummond, New York, to reimburse him for the following expenditures:		
	9.	Subsistence in New York, 45 cents; 10th, 65 cents; 12th, 70 cents; 15th, 65 cents; 16th, 30 cents; 19th, 30 cents	3 05	
	10.	Paid for removing captured property from No. 10 East Fifteenth street to United States court-house, New York	75	
	30.	Street-car fare in New York during April, 1886	1 55	
		Paid John P. Brooks, Newark, N. J., to reimburse him for the following expenditures:		
	9.	Subsistence in New York	50	
	30.	Street-car fare in New York during April, 1886	25	
		Paid Clarence R. Eves, New York, to reimburse him for the following expenditures:		
	9.	Subsistence in New York, 50 cents; 12th, 50 cents; 13th, 45 cents	1 45	
	30.	Street-car fare in New York during April, 1886	4 35	
		Paid James J. Scanlon, New York, to reimburse him for the following expenditures:		
	9.	Subsistence in New York, 40 cents; 10th, $1.30; 12th, 65 cents; 15th, 60 cents; 16th, 45 cents	3 40	
	30.	Street-car fare in New York during April, 1886	4 10	
		Paid Francis W. Blackwood, New York, to reimburse him for the following expenditures:		
	9.	Subsistence in New York, 50 cents; 10th, 90 cents; 12th, 50 cents; 13th, 50 cents; 15th, 40 cents	2 80	
	30.	Street-car fare in New York during April, 1886	4 95	
		Paid William J. Hirschfeld, New York, to reimburse him for the following expenditures:		
	10.	Subsistence in New York, 60 cents; 13th, 45 cents; 15th, 45 cents; 17th, 70 cents; 19th, 40 cents	2 60	
	30.	Street-car fare in New York during April, 1886	1 55	
		Jurat	25	
			——	31 55
		Howard Perry:		
		For expenses actually and necessarily incurred under direction of Attorney-General, letter dated April 22, 1886, as per following statement:		
	25.	Railroad fare, Washington, D. C., to Pittsburgh, Pa	9 00	
		Sleeper, Washington, D. C., to Pittsburgh, Pa	2 00	
		Hansom to depot, Washington	25	

1886.		Howard Perry—Continued.		
Apr.	26.	Baggage to hotel, Pittsburgh	$0 25	
		Breakfast, Pittsburgh	1 00	
		Horse-car fare, Pittsburgh	05	
		Railroad fare, Allegheny City to Pittsburgh	10	
		Hack to hotel and depot	1 00	
		Supper, Pittsburgh	22	
		Railroad fare, Pittsburgh to Wheeling, W. Va	2 00	
		Sleeper, Pittsburgh to Wheeling, W. Va	35	
	27.	Hotel bill, Wheeling	1 50	
		Baggage to depot, Wheeling	25	
		Railroad fare, Wheeling to Moundsville	35	
		Railroad fare, Moundsville to Washington, D. C	10 00	
		Sleeper, Moundsville to Washington	2 00	
	28.	Hansom to residence, Washington, D. C	50	
		Jurat	25	
			———	$31 07
		Howard Perry:		
Mar.	1.	For expenses actually and necessarily incurred under direction of Attorney-General's letter, dated February 16, 1886, as per following statement:		
		Hotel bill, Charleston, S. C	2 00	
		Bus to depot, Charleston, S. C	50	
		Railroad fare, Charleston to Columbia, S. C	4 50	
		Supper, Branchville, S. C	50	
		Bus to hotel, Columbia, S. C	10	
	2.	Hotel bill, Columbia, S. C	1 50	
		Hack to penitentiary and depot, Columbia, S. C	75	
		Railroad fare, Columbia to Greenville, S. C	5 70	
		Dinner, Ninety-six, S. C	50	
		Street-car fare, Greenville	10	
	3.	Hotel bill, Greenville, S. C	2 50	
		Hack to depot, Greenville, S. C	25	
		Railroad fare, Greenville to Atlanta, Ga	5 10	
		Sleeper, Greenville to Atlanta, Ga	75	
	6.	Hotel bill, Atlanta, Ga	8 25	
		Breakfast, Atlanta, Ga. (took early train; no breakfast at hotel)	40	
		Hack to depot, Atlanta, Ga	50	
		Railroad fare, Atlanta, Ga., to Macon, Ga	2 70	
		Seat in boudoir car, Atlanta to Macon, Ga	50	
		Baggage to hotel, Macon	25	
		Street-car fare, Macon	05	
		Telegram to Marshal Wade at Savannah	30	
		Hotel bill, Macon	2 00	
		Railroad fare, Macon to Savannah, Ga	5 75	
		Sleeper, Macon to Savannah, Ga	2 00	
	7.	Bus to hotel, Savannah, Ga	50	
		Hotel bill, Savannah, Ga	1 50	
		Railroad fare, Savannah to Jacksonville, Fla	7 00	
		Hack to depot, Savannah	50	
		Sleeper, Savannah to Jacksonville, Fla	1 00	
		Supper, Waycross, Ga	75	
		Bus to hotel, Jacksonville, Fla	25	
	8.	Railroad fare, Jacksonville to Saint Augustine, Fla., and return to Jacksonville	2 50	
		Bus to hotel, Saint Augustine, Fla	25	
	9.	Hotel bill, Saint Augustine, Fla	3 00	
		Bus to depot, Saint Augustine, Fla	25	
		Parlor car, Saint Augustine to Jacksonville	25	
		Hotel bill, Jacksonville, Fla	4 25	
		Railroad fare, Jacksonville to Montgomery, Ala	13 75	
		Sleeper, Jacksonville to Montgomery, Ala	2 50	
		Supper on train	80	
	10.	Hack to hotel, Montgomery	25	
		Hotel bill, Montgomery	3 00	

1886.	Howard Perry—Continued.		
Mar. 10.	Hack to depot, Montgomery	$0 25	
	Railroad fare, Montgomery to Pensacola, Fla	5 40	
	Sleeper, Montgomery to Pensacola, Fla	2 00	
11.	Hotel bill, Pensacola, Fla	3 00	
12.	Railroad fare, Pensacola to Tampa, Fla	20 90	
	Baggage to and from hotel, Pensacola	25	
	Sleeper, Pensacola to Baldwin, Fla	2 00	
	Breakfast, De Funiak Springs, Fla	75	
	Dinner, Lloyd's, Fla	75	
	Supper, Baldwin, Fla	35	
	Sleeper, Baldwin to Orlando, Fla	2 00	
13.	Bus to and from hotel, Orlando, Fla	50	
	Breakfast, Orlando	50	
	Parlor car, Orlando to Tampa	50	
15.	Hotel bill, Tampa	3 00	
	Baggage to wharf, Tampa	25	
	Lunch at Tampa (no dinner at hotel)	40	
	Steamer fare, Tampa to Key West	10 00	
16.	Hack to hotel, Key West	25	
17.	Hotel bill, Key West	3 00	
	Hack and baggage to wharf, Key West	50	
	Steamer fare, Key West to Tampa	10 00	
18.	Railroad fare, Tampa to Sanford, Fla	5 75	
	Transfer of baggage from steamer Mascotte to steamer Margaret	25	
	Transfer of baggage, wharf to train, Tampa	25	
	Lunch at Tampa	35	
	Parlor car, Tampa to Sanford, Fla	50	
	Steamer fare, Sanford to Jacksonville	3 00	
19.	Bus to hotel, Jacksonville	25	
	Railroad fare, Jacksonville to New Orleans, La	20 00	
	Sleeper, Jacksonville to Montgomery, Ala	2 50	
	Hotel bill, Jacksonville	1 75	
	Supper on train	80	
20.	Railroad fare, Montgomery, Ala., to Birmingham	2 95	
	Seat on sleeper, Montgomery, Ala., to Birmingham	50	
	Breakfast on train	55	
	Hack to hotel, Birmingham	.25	
	Dinner, Birmingham	50	
	Railroad fare, Birmingham to Montgomery, Ala	2 95	
	Sleeper, Birmingham to New Orleans, La	3 00	
	Supper, Montgomery	75	
21.	Hack to hotel, New Orleans	50	
22.	Hotel bill, New Orleans	6 00	
	Railroad fare, New Orleans to Memphis, Tenn	11 85	
	Sleeper, New Orleans to Memphis, Tenn	2 50	
	Supper on train	60	
23.	Breakfast, Clarksdale, Miss	75	
	Hack to hotel, Memphis	25	
	Hotel bill, Memphis	3 00	
	Railroad fare, Memphis to Nashville, Tenn	7 00	
	Sleeper, Memphis to Nashville, Tenn	2 00	
	Hack to depot, Memphis	25	
24.	Bus to hotel, Nashville, Tenn	25	
	Hotel bill, Nashville, Tenn	3 75	
	Railroad fare, Nashville to Washington, D. C	21 05	
	Sleeper, Nashville to Cincinnati, Ohio	2 00	
	Bus to depot, Nashville	25	
25.	Breakfast, Cincinnati, Ohio	75	
	Sleeper, Cincinnati to Washington, D. C	3 00	
	Dinner, Columbus, Ohio	75	
	Supper, Pittsburgh, Pa	75	
26.	Hack to residence, Washington, D. C	50	
	Jurat	25	
			$271 15

1886.	Leigh Chalmers:		
May 31.	For services and expenses as examiner, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
	Thirty-one days' services, at $8 per day	$248 00	
3.	Street-car fare between hotel and court-house, Saint Louis.	20	
4.	Street-car fare between hotel and court-house, Saint Louis.	20	
5.	Hack hire	1 50	
6.	Street-car fare	20	
7.	Street-car fare	20	
8.	Street-car fare	20	
11.	Street-car fare	10	
12.	Street-car fare	20	
13.	Street-car fare	20	
	Paid stenographic reporter	10 00	
14.	Street-car fare	15	
	Paid Secretary of State's clerk for certified copy of extradition papers	2 25	
15.	Hack hire	1 50	
22.	Railroad ticket, Saint Louis to Sioux Falls, Dak	17 55	
	Sleeper from Saint Louis to Moline, Ill	2 00	
23.	Hotel bill at Saint Louis, Mo	70 15	
	Bus from hotel to depot, Saint Louis	50	
24.	Breakfast at Moline	75	
	Dinner and supper at McGregor	2 00	
	Sleeper from McGregor to Sanborn	2 00	
25.	Breakfast at Algona	50	
	Hack from depot to hotel	50	
	Hire of buggy and driver to visit penitentiary at Sioux Falls.	2 00	
26.	Traveled from Sioux Falls to Saint Paul, Minn., on transportation order No. 195.		
	Hotel bill at Sioux Falls	3 00	
	Supper at Sanborn	75	
	Sleeper from Sanborn to Mason City	1 50	
27.	Breakfast at Owatonna	50	
	Bus from depot to hotel, Saint Paul, Minn	50	
	Saint Paul to Fargo on Transportation ticket No. 196.		
	Sleeper from Saint Paul to Fargo, Dak	2 00	
	Hotel bill at Saint Paul	2 00	
	Bus from hotel to depot	50	
	Lunch at Saint Paul depot	50	
28.	Hotel bill at Fargo	1 75	
	Railroad ticket from Fargo to Washington, D. C	37 90	
	Sleeper from Fargo to Saint Paul	2 00	
29.	Breakfast and dinner at depot, Saint Paul	1 75	
	Sleeper from Saint Paul to Chicago	2 00	
	Supper on train	75	
30.	Hotel bill at Chicago	3 00	
	Sleeper from Chicago to Washington	5 00	
	Supper on train	75	
31.	Breakfast on train	75	
	Dinner at Cumberland, Md	75	
	Baggage from depot to residence	25	
	Jurat	25	
			$431 00
	William N. McKenney:		
13.	For services and expenses as examiner, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
	Thirty-one days' services, at $7 per day	217 00	
	Transfer, self and trunk to depot in Washington	1 00	
	Railroad ticket from Washington to Boston	12 25	
	Room rent in Washington from May 1 to 12, inclusive	10 00	
	Meals in Washington from May 1 to 12, inclusive	31 20	
	Breakfast in Washington	1 00	
	Parlor car, Washington to New York	1 25	
	Dinner in New York	1 30	

1886.		William N. McKenney—Continued.		
May	14.	Parlor car, New York to Boston	$1 00	
		Transfer, self to depot in New York	50	
		Transfer, self and trunk in Boston from depot to hotel	75	
		Dinner in Boston	1 50	
		Supper in Boston	70	
	31.	Hotel bill in Boston from May 14 to 31, inclusive	75 40	
		Jurat	25	
				$355 10
		James W. Nightingale:		
June	30.	For services and expenses as examiner, Department of Justice, from June 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $8 per day	240 00	
	1.	Breakfast, $1; dinner and supper, $1.50	2 50	
	2.	Breakfast, $1; dinner and supper, $1.40	2 40	
	3.	Breakfast, $1; dinner and supper, $1.30	2 30	
	4.	Breakfast, 75 cents; dinner and supper, $1.25	2 00	
	5.	Breakfast, $1; dinner and supper, $1.30	2 30	
	6.	Breakfast, $1; dinner and supper, $1.45	2 45	
	7.	Breakfast, 80 cents; dinner and supper, $1.40	2 20	
		Room, Young's Hotel, seven days, May 31 to June 8, inclusive	10 50	
	8.	Breakfast, 95 cents; dinner and supper, $1.50	2 45	
	9.	Breakfast, 90 cents; dinner and supper, $1.50	2 40	
	10.	Breakfast, 90 cents; dinner, $1	1 90	
		Rooms, Young's Hotel, three days	4 50	
		Conveyance, hotel to depot, Boston, Mass	50	
		Fare, Boston, Mass., to New York City, via Old Colony and Fall River	5 00	
		Seat in parlor car, Boston to Fall River	50	
		Supper, steamer Bristol	1 00	
	11.	Breakfast, New York City	60	
		Railroad fare, New York to Washington, D. C	6 50	
		Parlor car, New York to Washington, D. C	1 25	
		Dinner, dining-car	1 00	
		Conveyance from depot, Washington, D. C	50	
		Jurat	25	
				295 00
		William N. McKenney:		
	30.	For services and expenses as examiner, Department of Justice, from June 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $7 per day	210 00	
	10.	Hotel bill in Boston from June 1 to 10, inclusive	41 00	
		Transfer, self and baggage to depot	50	
		Railroad and steamboat fare, Boston to Washington, via Fall River Line	10 50	
		Parlor car to Fall River	50	
		State room on steamboat	1 00	
		Supper on steamboat	75	
	11.	Breakfast in New York	1 00	
		Dinner on railroad car	1 00	
		Parlor car, New York to Washington	1 25	
		Transfer, self and trunk from depot, Washington	1 00	
	30.	Room rent from June 11 to 30, inclusive	15 00	
		Meals at Losekam, June 11 to 30, inclusive, $49.90; jurat 25 cents	50 15	
				333 65
		Leigh Chalmers:		
	30.	For services as examiner, Department of Justice, from June 1 to 30, 1886, inclusive, thirty days' services, at $8 per day		240 00
		J. Monroe Heiskell:		
May	31.	For services and expenses as examiner, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $8 per day	248 00	
		Meals at Losekam, Washington, D. C., from May 1 to May 11, inclusive	24 00	

1886.		J. Monroe Heiskell—Continued.		
May	13.	Baggage and self to depot, Baltimore	$1 00	
		Railroad fare, Baltimore to Hartford	8 70	
		Breakfast *en route* on train	90	
		Parlor car, Baltimore to New York	1 00	
	14.	Bill, Sinclair House, New York (trunk smashed; had to stop to have repaired)	2 35	
		Parlor car, New York to Hartford	1 00	
	17.	Hotel bill, Allyn House, Hartford	10 50	
	31.	Hotel bill, Merrill's, Hartford	53 60	
		Jurat to this account	25	
				$351 30
		J. Monroe Heiskell:		
June	30.	For services and expenses as examiner, Department of Justice, from June 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services, at $8 per day	240 00	
	4.	Bill at Merrill's Hotel	15 55	
		Baggage and self to depot, Hartford, *en route* to Maine	1 00	
		Railroad fare, Hartford to Portland	6 38	
		Parlor car to Boston	1 00	
		Lodging, Young's Hotel, Boston (no connection)	1 50	
	5.	Memorandum book	45	
		Breakfast *en route* on train	85	
		Parlor car, Boston to Portland	60	
		Dinner, restaurant, Portland	1 10	
	21.	Falmouth Hotel, Portland	49 30	
		Self and baggage to depot, Portland	75	
		Railroad fare, Portland to Burlington	7 00	
		Chair car, Portland to Burlington	2 00	
		Dinner *en route* on train	1 00	
		Transfer, Montpelier	50	
		Supper, Montpelier	75	
	22.	Telegram, marshal dist. Conn., relative to removal of United States clerk's office	34	
	24.	Hotel bill, Hotel Van Ness, Burlington	8 75	
		Baggage and self to depot, *en route* to Hartford	75	
		Ticket, Burlington to Hartford	7 05	
		Parlor car, Burlington to Hartford	2 00	
		Dinner *en route* on train to Hartford	1 00	
		Supper, Springfield, Mass	85	
		Baggage and self, hotel, Hartford, returning from Burlington	75	
	29.	Hotel bill, Merrill's	22 65	
		Baggage and self to depot, Hartford, returning to Washington	75	
		Railroad ticket, Hartford to Washington, D. C.	9 85	
		Sleeper to Baltimore, from Hartford	3 00	
	30.	Breakfast *en route*, on train	95	
		Baggage and self from depot to residence, Baltimore	1 00	
		Jurat to this account	25	
				389 67
		Frank Strong:		
	30.	For services and expenses as general agent, Department of Justice, from June 1 to 30, 1886, inclusive, as follows:		
		Thirty days' services at $10 per day	300 00	
	13.	Self and baggage to depot, Washington, D. C	50	
		Railroad fare to Chicago, from Washington, D. C	15 50	
		Sleeping-car to Chicago, from Washington, D. C	5 00	
		Dinner on cars, $1; supper on cars, $1	2 00	
	14.	Breakfast on cars, $1; self and luggage to hotel, 75 cents	1 75	
		Railroad fare, Chicago, Ill., to Anamosa, Iowa	6 10	
		Sleeper, Chicago, Ill., to Clinton, Iowa	75	
		Self and baggage, hotel to depot, Chicago	50	
		Dinner on cars, 75 cents; lunch on cars, 38 cents	1 13	
		Self and baggage, depot to hotel, Anamosa, Iowa	25	

1886.	Frank Strong—Continned.		
June 15.	Hotel, Anamosa, Iowa	$1 50	
	Railroad fare, Anamosa, Iowa, to Cedar Rapids, Iowa	87	
	Baggage, Anamosa, Iowa, to Cedar Rapids, Iowa	25	
	Supper at Cedar Rapids, Iowa	50	
	Railroad fare to Saint Paul from Cedar Rapids, Iowa	8 75	
	Sleeper to Saint Paul from Cedar Rapids, Iowa	2 00	
16.	Railroad fare from Saint Paul to Stillwater, Minn., and return	1 00	
	Hack at Stillwater to and from prison, 75 cents	75	
	Railroad fare from Saint Paul to Waupun, Wis	10 00	
	Sleeper from Saint Paul to Horicon Junction, Wis	2 00	
	Baggage at Saint Paul, 25 cents; supper at Saint Paul, 75 cents	1 00	
17.	Breakfast at Portage, Wis	75	
	Dinner at Waupun, Wis., 75 cents; bus to depot, Waupun, 25 cents	1 00	
	Railroad fare, Waupun, Wis., to Milwaukee, Wis	2 50	
	Bus from depot to hotel, Milwaukee, Wis	25	
18.	Hotel bill, Milwaukee, Wis	2 00	
	Bus to depot, Milwaukee, Wis., from hotel	50	
	Railroad fare, Milwaukee, Wis., to Chicago, Ill	2 75	
	Lunch at Milwaukee, Wis. (5 a. m.)	15	
	Self and baggage, depot to hotel, Chicago, Ill	50	
	Railroad fare, Chicago, Ill., to Buffalo, N. Y	14 00	
	Breakfast at Chicago, Ill., $1; dinner at Chicago, Ill., $1	2 00	
	Self and baggage, hotel to depot, Chicago, Ill	50	
	Sleeper, Chicago, Ill., to Buffalo, N. Y	3 00	
	Supper on cars	1 00	
19.	Self and baggage, depot to hotel, Buffalo, N. Y	50	
20.	Hotel, Buffalo, N. Y	4 50	
	Hotel to depot, Buffalo, N. Y	25	
	Railroad fare, Buffalo to Albany, N. Y	6 15	
	Parlor car, Buffalo to Albany, N. Y	1 50	
	Dinner on cars	1 00	
	Hack at Albany, N. Y	3 00	
21.	Hotel at Albany, N. Y	2 00	
	Railroad fare, Albany, N. Y., to Boston, Mass	4 50	
	Sleeper, Albany, N. Y., to Boston, Mass	1 50	
	Breakfast at Worcester, Mass	75	
	Depot to hotel, Boston, Mass	1 00	
	Dinner, Boston, 80 cents; supper, Boston, $1.30	2 10	
	Railroad fare, Boston to Washington, D. C	12 25	
	Sleeper, Boston to Washington, D. C	3 00	
	Hotel to depot, Boston, Mass	50	
22.	Breakfast, Philadelphia, Pa	75	
	Depot to house, Washington, D. C	50	
5.	Railroad guide	50	
30.	Western Union Telegraph Company	2 90	
	Jurat	25	
	Baltimore and Ohio Telegraph Company	1 74	
	Western Union Telegraph Company	77	
			$444 91
Total amount expended by disbursing clerk		24,996 07	
Total amount expended by Treasury Department		59 25	
			25,055 32
In hands of disbursing clerk, June 30, 1886		1,803 93	
In the United States Treasury, June 30, 1886		8,140 75	
Amount of appropriation			35,000 00

EXHIBIT G, 5.—DEFENDING SUITS IN CLAIMS AGAINST THE UNITED STATES.

1885.	Edward M. Watson:		
July 9.	For expenses actually and necessarily incurred, as follows:		
	Railroad fare to New York	$6 50	
	Street-car fare in New York	2 00	
10.	Two meals in New York	1 50	
	Railroad fare to Washington from New York	6 50	
	Hacks and street-cars to and from depots	85	
	Jurat to this account	25	
			$17 60
	Edward M. Watson:		
2.	For expenses actually and necessarily incurred, as follows:		
	Railroad fare to New York	6 50	
	Sleeping-car to New York	2 00	
	Hotel bill, as per voucher	8 00	
4.	Railroad fare from New York	6 50	
	Sleeping-car fare from New York	2 00	
2, 3, 4.	Hacks and street-cars to and from depots and commissioner's office	1 75	
	Jurat to this account	25	
			27 00
	Robert A. Howard:		
6.	For expenses actually and necessarily incurred, as follows:		
	Transfer self and baggage to depot in Washington	75	
	Railroad fare, Washington to Cairo	17 50	
	Sleeper, Washington to Cincinnati	3 00	
	Porterage on sleeping-car	25	
	Sleeper, Cincinnati to Cairo	2 50	
8.	Breakfast, 75 cents; dinner, 75 cents; lunch, 25 cents	1 75	
9.	Breakfast	50	
	Hotel bill, Cairo	4 50	
	Porter on sleeper, Cincinnati to Cairo	25	
	Transfer to depot in Cairo	50	
12.	Railroad fare, Cairo to Washington, D. C	17 50	
	Sleeper, Cairo to Washington, D. C	5 50	
14.	Meals *en route*, Cairo to Washington, D. C	3 00	
	Porterage, sleeper, Cairo to Washington, D. C	25	
	Transfer self and baggage from depot, Washington	75	
	Jurat to this account	25	
			58 75
	F. P. Dewees:		
27.	For expenses actually and necessarily incurred in case of Conrad et al. *vs.* U. S., as follows:		
	Railroad fare from Washington to Purcellville, Va	1 65	
	S. T. Taylor, for lodging and meals, Purcellville	2 75	
29.	Expenses at Hillsborough (over night)	50	
28–29.	Private conveyance, Purcellville to Hillsborough, Va., on the 28th, and Hillsborough to Neersville on 29th. (No stage or railroad line)	1 50	
30.	Board and lodging (near Neersville, Va)	2 00	
	Transportation to Harper's Ferry	50	
	Board and lodging, Harper's Ferry	1 00	
	Porter	25	
31.	Railroad fare, Harper's Ferry to Washington	1 65	
	Porter	25	
	Jurat	25	
			12 30
	Robert A. Howard:		
20.	For expenses actually and necessarily incurred, as follows:		
	Transfer self and baggage to depot, Washington, D. C.	75	
	Railroad fare, Washington to New York	6 50	

1885.		Robert A. Howard—Continued.		
July	20.	Sleeper, Washington to New York	$2 00	
		Porter on sleeper, Washington to New York	25	
	25.	Hotel bill (lodging) in New York, going and returning	6 40	
	21.	Transfer self and baggage, hotel to depot, New York	75	
	22.	Railroad fare, New York to Boston	5 00	
		Sleeper, New York to Boston	2 00	
		Porter on sleeper, New York to Boston	25	
	23.	Transfer self and baggage to hotel in Boston	75	
		Transfer self and baggage to depot in Boston	75	
	24.	Meals in Boston, at restaurant	*6 00	
		Railroad fare, Boston to New York	5 00	
		Sleeper, Boston to New York	2 00	
		Porterage on sleeper, Boston to New York	25	
	25.	Transfer self and baggage to hotel, New York	75	
		Meals in New York, going and returning (at restaurant)	*9 00	
		Transfer self and baggage to depot, New York	75	
		Railroad fare, New York to Washington, D. C	6 50	
		Sleeper, New York to Washington, D. C	2 00	
		Porter on sleeper, New York to Washington	25	
	26.	Transfer self and baggage from depot, Washington, D. C.	75	
	30.	Jurat	25	
			58 90	
		By disallowances as above	15 00	
				$43 90
		Lewis Cochran:		
	22.	For expenses actually and necessarily incurred in going to Keokuk, Iowa, and Rock Island and Moline, Ill., to take testimony in suit in United States Court of Claims, No. 13616, Edward H. Skelsay et al. *vs.* The United States:		
		Railroad fare, Washington to Philadelphia	5 15	
		Seat to New York	1 00	
	23.	Railroad fare, Newark, N. J., to Keokuk, Iowa	21 25	
	24.	Seat to Pittsburgh	2 00	
	23–24.	Four meals, dinner, supper, breakfast, and dinner, to Chicago	3 75	
		Telegram to Colonel Flagen, Rock Island	83	
		Sleeping-berth to Chicago	3 50	
		Supper at Chicago	1 00	
	25.	Sleeping-berth to Burlington, Iowa	2 00	
		Hotel bill, Keokuk	2 00	
		Railroad fare, Keokuk to Columbus Junction	2 50	
		Lodging at Columbus Junction	50	
		Railroad fare, Columbus Junction to Davenport	1 50	
	26–28.	Hotel bill, Davenport	10 25	
	27–28.	Railroad fare to Moline	20	
	28.	Railroad fare, Davenport to Chicago	5 10	
	25.	Carriage at Chicago, going	1 00	
	29.	Carriage at Chicago, returning	1 00	
		Breakfast at Chicago	1 00	
		Dinner at Chicago	1 00	
	30.	Railroad fare to Washington, and sleeping-berth	24 50	
		Supper, breakfast, and dinner on cars	3 00	
		Jurat	25	
				94 28
		Felix Brannigan:		
	5.	For expenses actually and necessarily incurred, as follows:		
		Baggage to B. & O. R. R. depot, Washington, D. C.	50	
		Railroad fare to Saint Louis	16 50	
		Supper at Cumberland, Md	75	
		Sleeping-car to Saint Louis	5 00	
	6.	Breakfast at Cincinnati	†1 25	

*Disallowed.

†25 cents disallowed.

1885.		Felix Brannigan—Continued.	
July	6.	Porter sleeping-car	*$0 50
		Dinner and supper *en route*, 75 cents each	1 50
	7.	Breakfast at Saint Louis	*1 25
		Baggage	*50
		Railroad fare, Saint Louis to Texarkana	14 90
		Day and sleeping car	4 00
		Dinner and supper *en route*, 75 cents each	1 50
		Porter	*50
	8.	Breakfast *en route*	75
		Dinner and supper at Texarkana, 75 cents each	1 50
		Baggage	*50
		Railroad fare, Texarkana to Galveston	10 45
		Pullman car	2 50
	9.	Breakfast on train (buffet)	1 25
		Dinner at Galveston	†1 50
		Baggage	50
		Railroad fare, Galveston to Nacogdoches	11 00
		Parlor-car to Houston	50
		Supper at Houston	*1 25
		Transfer baggage to Nacoydoches Railroad	50
	10.	Hotel bill at Houston	2 25
		Dinner *en route* to Nacogdoches	75
		Bus to hotel at Nacoydoches	50
	11.	Hotel bill at Nacogdoches	2 00
		Porter	*50
		Stage fare, Nacogdoches to San Augustine (35 miles)	3 50
		Dinner and supper *en route*, 75 cents each	1 50
	14.	Lodging at San Augustine 11th, 12th, and 13th	1 50
		Porter attending room	75
		Meals at San Augustine	4 50
		Livery bill for team to Grand Cane, La. (55 miles)	10 00
		Supper for self and driver, 75 cents each	1 50
	15.	Feed and hay for two horses, night of 14th and morning of 15th	2 50
		Lodging for self and driver	1 00
		Breakfast for self and driver	1 50
		Dinner for self and driver	1 50
		Feed for horses	1 00
		Toll at ferry	70
		Supper at Grand Cane, self and driver	1 50
		Lodging for driver at Grand Cane	50
		Feed and hay for team, night and morning	2 00
		Expenses of driver for meals and lodging, returning to San Augustine	3 75
		Railroad fare, Grand Cane to Shreveport (freight train)	1 35
		Hack from cattle depot (1 o'clock morning) into town (2 miles)	2 50
		Lodging at Shreveport	75
	16.	Breakfast at Shreveport	*1 25
		Baggage to railroad depot	50
		Railroad fare, Shreveport to Vicksburg, Miss	6 00
		Hack from steamboat-landing to depot	1 00
		Dinner at Vicksburg	*1 25
		Railroad fare, Vicksburg to Jackson, Miss	3 50
		"Mann" car	50
		Supper at Jackson	75
		Railroad fare, Jackson, Miss., to Birmingham, Ala	8 50
		Sleeper, Jackson, Miss., to Birmingham, Ala	2 00
	17.	Breakfast *en route*	75
		Dinner *en route*	75
		Porter	*50
		Railroad fare, Birmingham, Ala., to Columbia, Tenn	4 80
		Hack, depot to hotel	50
		Telegram to Sherrill	2 40

* Disallowed.

†50 cents disallowed.

1885.	Felix Brannigan—Continued.		
July 18.	Hotel bill at Columbia, Tenn	$3 00	
	Baggage to depot	50	
	Railroad fare, Columbia to Fayetteville	1 90	
	Baggage to hotel	50	
20.	Toll, going to and returning from Cynston	40	
21.	Hotel bill at Fayetteville	7 50	
	Railroad fare to Chattanooga	4 90	
	Baggage to depot, Fayetteville	50	
	Dinner *en route*	75	
	Supper at Chattanooga	*1 25	
	Railroad fare, Chattanooga to Washington, D. C	21 25	
	Sleeper, Chattanooga to Washington, D. C	3 00	
22.	Breakfast and dinner *en route*	1 50	
	Porter	*50	
22.	Supper	75	
	Baggage from Baltimore and Ohio depot, Washington, D. C	50	
	Affidavit to this account	25	
		214 55	
	By disallowances	3 75	
			$210 80
	F. P. Dewees:		
14.	For expenses actually and necessarily incurred in case of Bush *vs.* The United States 44th Congress, as follows:		
	Railroad fare, Pottsville to Mauch Chunk	1 03	
	[Directions received whilst at Pottsville.]		
	Railroad fare, Mauch Chunk to Scranton	2 30	
	Omnibus at Scranton	25	
	Dinner at Scranton	1 00	
	Railroad fare, Scranton to Utica (first-class)	5 43	
	Baggage, Scranton to Utica	25	
15.	Hotel bill, Utica, supper and lodging	2 00	
	Porter	25	
	Coffee and sandwich, Utica (5 a. m.)	20	
	Breakfast, Lowtown	75	
	Railroad fare, Utica to Clayton	3 27	
	Dinner	1 00	
	Railroad fare, Clayton to Gouveneur	1 10	
	Supper, lodging, and breakfast *en route* to Philadelphia, N. Y	1 10	
16.	Telegram to notary (train 5 hours late)	29	
17.	Hotel bill, Gouveneur	2 50	
	Porter	20	
	Railroad fare, Gouveneur to Redwood	1 02	
21.	Hotel bill at Redwood	4 50	
	Railroad fare, Redwood to Utica	3 03	
	Lunch at Lowtown	20	
	Dinner at Utica	75	
	Utica to Albany (first class)	1 45	
	Supper at Schenectady	75	
	Baggage, Albany	25	
22.	Albany to New York, with stateroom	2 55	
	Breakfast, New York	75	
	Hack	50	
	New York to Philadelphia	3 00	
	Dinner at Philadelphia	1 00	
	Philadelphia to Pottsville (first class)	3 15	
24.	Philadelphia from Pottsville	3 15	
	Dinner	1 00	
	Philadelphia to Washington	4 00	
	Jurat	25	
			54 26

*Disallowed.

1885.		Lewis Cochran:		
Aug.	5.	For expenses actually and necessarily incurred in attending examination of witnesses at Sweet Chalybeate Springs, Va., in suit of Elizabeth Mulvehill *vs.* The United States:		
		Railroad fare from Washington to Allegheny Station	$7 65	
		Lunch	50	
		Supper	50	
		Stage fare to Springs	1 00	
		Porter	25	
	6.	Hotel bill at Springs	1 50	
		Porter	25	
		Railroad fare, returning to Washington	7 65	
		Stage fare to station	1 00	
		Parlor-car seat	1 25	
		Dinner	50	
		Supper	50	
		Jurat	25	
				$22 80
		H. J. May:		
July	6.	For expenses actually and necessarily incurred, as follows:		
		Bus fare, Washington City	25	
		Railroad fare, Washington City to Cincinnati, Ohio	14 00	
		Supper at Cumberland	75	
	7.	Bus fare at Cincinnati	1 00	
		Fare, St. Nicholas Hotel, Cincinnati	2 10	
		Railroad fare, Cincinnati, Ohio, to Detroit, Mich	7 50	
		Bus fare, Detroit	50	
		Supper at Lima	75	
	10.	Fare at Russell House, Detroit	9 00	
		Railroad and steamboat fare, Cincinnati, Ohio, to Saint Louis	23 25	
	11.	Breakfast at Cincinnati, Ohio	50	
		Dinner at Louisville, Ky	50	
	15.	Dinner at Evansville, Ind	1 00	
	18.	Railroad fare, Saint Louis to Memphis	9 60	
		Bus fare	50	
	19.	Meals at Walnut Ridge, Ark	1 50	
		Bus hire, Memphis	25	
		Porterage at Memphis	25	
	18.	Hotel fare, Laclede Hotel	6 00	
		Bus hire	50	
Aug.	1.	Fare, Peabody Hotel	35 35	
July	25.	Railroad fare, Memphis to Collinsville	1 40	
	25, 26.	Meals at Collinsville, Tennessee	2 50	
		Telegrams on official business	2 60	
	27.	Railroad fare to Somerville	1 55	
		Hotel bill at Somerville	5 25	
	28.	Railroad fare, Somerville to Rossville	55	
		Meals at Rossville	75	
		Railroad fare, Rossville to Memphis	95	
		Bus hire at Memphis	50	
		Telegrams on official business	2 40	
Aug.	1.	Railroad fare, Memphis to Louisville	14 25	
		Bus hire	50	
	2.	Meals at Louisville	1 50	
		Railroad fare, Louisville to Indianapolis	3 50	
	3.	Hotel bill, Indianapolis, voucher 6	4 00	
		Bus hire	50	
		Railroad fare, Indianapolis to Washington	18 00	
		Porterage	*50	

* Disallowed, 25 cents.

1885.		H. J. May—Continued.		
Aug.	3.	Bus hire	$0 50	
		Jurat	25	
			177 00	
		By wash-bill erroneously charged in Peabody Hotel bill	1 35	
		By disallowance on porterage, as above	25	
			1 60	
				$175 40
		B. Wilson:		
	5.	For expenses actually and necessarily incurred in representing the Government in the taking of depositions at Hagerstown, Md., and Martinsburg, W. Va., in various cases pending in the Court of Claims, beginning on 20th July, 1885, and concluding on the 30th of same month, as per following statement, viz:		
		Cab fare, hotel to depot, Washington	25	
		Railroad fare, Washington to Hagerstown	2 30	
		One day's board, Mr. Healy	2 00	
		Baldwin's House, board bill	16 50	
		Blue Mountain House, board bill	5 25	
		Railroad fare to Martinsburg	70	
		Martinsburg Hotel bill	2 00	
		Railroad fare to Washington	2 25	
		Jurat	25	
				31 50
		James A. Walter:		
Sept.	1.	For transcript of William Johnston's testimony in Cummings *v.* United States No. 14,573, Court of Claims, 45 folios at 10 cents		4 50
		[For the use of defendants in the preparation of the case for trial in the Court of Claims.]		
		James A. Walter:		
July	2, 3, [and 21.	For copy of testimony in Cummings *v.* United States No. 14,573; 297 folios at 10 cents		29 70
		[For use of defendants in the preparation of the case for trial in the Court of Claims.]		
		H. J. May:		
Aug.	17.	For expenses actually and necessarily incurred, as follows:		
		Bus hire to depot, Washington City	50	
		Railroad fare, Washington to Cincinnati	11 00	
		Sleeping berth, Washington to Cincinnati	3 00	
		Supper at Cumberland	75	
	18.	Breakfast at Chilicothe	75	
		Porterage on sleeper	25	
		Bus hire from depot to hotel, Cincinnati, Ohio	50	
		Hotel bill, Grand Hotel, Cincinnati, Ohio	2 50	
		Railroad fare, Cincinnati to Memphis	14 65	
		Sleeping berth, Cincinnati to Bowling Green	2 00	
		Porterage on sleeper	25	
	19.	Breakfast at Guthrie, Ky	75	
		Dinner at Milan, Tenn	75	
		Bus hire to Peabody Hotel	25	
	20.	Hotel bill, Peabody Hotel, Memphis	3 00	
		Railroad fare, Memphis to Collierville	70	
	22.	Hotel bill, Slater House, Collierville	4 50	
		Railroad fare, Collierville to Memphis	70	
		Bus to Peabody Hotel from depot	25	
	24.	Hotel bill, Peabody Hotel	7 00	
		Bus, hotel to depot	25	
		Railroad fare, Memphis to La Grange	1 40	
	26.	Hotel bill, Debbs House, La Grange	4 00	
		Conveyance from La Grange to Grand Junction	3 00	

1885.		H. J. May—Continued.		
Aug.	26.	Railroad fare, Grand Junction to Bolivar	$0 60	
		Bus from depot to hotel	25	
	27.	Hotel bill, Boliver House	1 50	
		Bus from hotel to depot	25	
		Railroad fare, Boliver to Jackson	85	
		Hotel bill, Robinson House	2 00	
		Railroad fare, Jackson to Grand Junction	1 40	
	28.	Hotel bill, Grand Junction	1 50	
		Railroad fare, Grand Junction to Rossville	65	
	29.	Hotel bill, Rossville	2 00	
		Railroad fare, Rossville to Memphis	95	
		Bus to Peabody Hotel from depot	25	
Sept.	1.	Bus from hotel to depot	25	
		Railroad fare, Memphis to Rossville	95	
		Dinner at Rossville	50	
		Railroad fare, Rossville to Memphis	95	
		Telegram in Finn case; official business	35	
	2.	Hotel bill, Peabody Hotel	16 00	
		Bus from hotel to depot	25	
		Railroad fare, Memphis to Saint Louis	12 10	
		Supper at Walnut Ridge	75	
	3.	Porterage on sleeper	25	
		Bus from depot to Laclede Hotel	50	
		Hotel bill, Laclede Hotel, Saint Louis	2 75	
		Railroad fare, Saint Louis to Washington	22 50	
	5.	Hack hire, Washington	75	
		Affidavit to this account	25	
			———	$134 00
		F. P. Dewees:		
	9.	For expenses actually and necessarily incurred, as follows:		
		Fare to and from Alexandria (Episcopal Seminary *v.* United States)	70	
		In the cases Camp B. F. Hine, A. H. Wells, G. H. Ridgway:		
	14.	Baggage and bus, Pottsville	50	
		Fare, Pottsville to Harrisburg	2 65	
		Baggage transfer, 25 cents, and lunch 40 cents	65	
		Fare, Harrisburg to Chicago	20 75	
	14 and 15.	Three meals on cars, at $1 each	3 00	
		Porter on cars	25	
		Bus at Chicago	50	
		Dinner, supper, and room, Chicago (telegram Wells case)	3 50	
		Telegram to McCord, 50 cents; two telegrams, Miller & Son, 65 cents; bus, 50 cents	1 65	
Sept.	16.	Fare, Chicago to Keokuk	7 15	
		Sleeper, $2, and porter, 25 cents	2 25	
	17.	Breakfast, Burlington	75	
		Bus at Keokuk	25	
	18.	Board at Patterson House, Keokuk	4 75	
		Porter, 25 cents; bus, 25 cents	50	
		Fare to Burlington	1 30	
		Telegram, A. H. Smith (Smith case)	25	
		Breakfast, Burlington, 75 cents; baggage checks, 20 cents	95	
		Fare to Fairfield	1 50	
		Dinner, 75 cents; bus, 50 cents	1 25	
		Fare, Fairfield to Keokuk	2 80	
		Supper, 75 cents; baggage checks, 20 cents	95	
		Bus from and to depot	50	
	19.	Telegram, S. F. Ridgway	40	
		Board, Keokuk, Iowa	2 00	
		Porter, 25 cents, bus; 25 cents	50	
		Fare to Springfield	3 50	
		Supper en route, 75 cents; bus, 25 cents	1 00	
	22.	Board, 3 days, Springfield, Ill	6 00	

1885.		E. P. Dewees—Continued.		
Sept.	22.	Porter, 25 cents; bus, 25 cents	$0 50	
		Fare to Chicago, $4.75; Pullman, $2; porter, 25 cents	7 00	
	23.	Bus, Chicago, to and from depot	1 00	
		Breakfast, dinner, and supper, at $1 each	3 00	
	24.	Chicago to Washington, via Harrisburg	25 00	
		Meals on cars, $1 each, $4; porter, 25 cents	4 25	
		Baggage, Washington	40	
		Jurat	25	
				$114 10

William. C. Martin:

For services from September 2 to 3, at Memphis, Tenn., in taking and returning the depositions by and before me in the suit of Solomon Isaacs *v.* The United States, pending in the Court of Claims:

		Postage	04	
		Per diem, $1	3 00	
		Short-hand notes	60	
				3 64

Edward M. Watson:

Aug.	3.	Hire of team to visit Fort Keogh	4 00	
Sept.	2.	Paid messenger to carry message to Mr. Wright	20	
		Paid cost of telegram to Mr. May	33	
	3.	Railroad fare, Washington to Holly Springs, Miss	21 75	
		Sleeping-car fare to Louisville	4 00	
		Porterage from hotel to depot	25	
		Supper	50	
	4.	Breakfast	50	
		Lunch	25	
		Sleeping-car porter	25	
		Supper	50	
		Sleeping-car fare to Fulton	2 00	
	5.	Porter on sleeping car	25	
		Breakfast	50	
		Baggage and self from depot to city	50	
		May's telegram	35	
	7.	Hack to depot	25	
		Railroad fare to Memphis	1 80	
		Depot to hotel, self and baggage	50	
	9.	Hotel bill	8 00	
		Extra meal	65	
		From hotel to depot	50	
		Railroad fare to Lagrange	1 45	
	10.	Hotel bill	2 50	
		Porterage to and from depot	25	
		Railroad fare to Memphis	1 45	
		From depot to hotel	25	
	11.	Hotel bill	3 00	
		From hotel to depot	50	
		Railroad fare to Mason, Tenn	1 10	
		Dinner	50	
		Supper	50	
		Porterage to and from depot	25	
	12.	Railroad fare to Humboldt	1 35	
		Lodging and breakfast	1 00	
		Railroad fare to Jackson, Tenn	60	
		Omnibus to hotel and return	50	
		Dinner	60	
		Railroad fare to Holly Springs	2 15	
		Hack from depot to city	25	
	17.	Self and baggage to depot	50	
		Railroad fare to Washington	23 75	
		Sleeping car to Cincinnati	3 50	
		Dinner	50	
		Supper	50	
	18.	Breakfast	50	
		Sleeping-car porter	25	

1885.		Edward M. Watson—Continued.		
Sept.	18.	Dinner	$0 75	
		Sleeping car to Pittsburgh	2 00	
		Supper	75	
		Sleeping-car porter	25	
		Sleeping car to Washington	2 00	
	19.	Sleeping-car porter	25	
				$101 53
		Lewis Cochran:		
	17–18.	Expenses in Congressional case No. 260, John M. Keedy *vs.* The United States:		
		Railroad fare from Washington to Keedysville, Md., and return	3 90	
	19–21.	Expenses in case No. 13616, E. H. Skelsey & Co. *vs.* The United States:		
		Railroad fare, Washington to New York and return (pass used between Philadelphia and New York	8 00	
		Seat in Pullman car going	1 25	
		Berth in sleeper returning	2 00	
		Paid porter	25	
Oct.	2.	Expenses in case W. W. Rollins and O. F. Prestrey *vs.* The United States, defendant, case No. 18:		
		Railroad fare from Washington to Asheville, N. C	17 05	
		Dinner	1 00	
		Seat in Pullman car	1 50	
		Supper	75	
		Berth in sleeper	2 00	
	3.	Breakfast	75	
		Paid porter	25	
		Stage fare	25	
	4.	Hotel bill	3 75	
		Railroad fare, Asheville, N. C., to Washington	17 05	
		Supper	75	
		Berth in sleeper	2 00	
	5.	Breakfast	75	
		Seat in Pullman car	1 50	
		Dinner	1 00	
		Supper	50	
		Jurat	25	
				66 50
		Robert A. Howard:		
Aug.	30.	For expenses actually and necessarily incurred in going to and returning from Portland, Me., on official business, as per following statement:		
		Transfer of self and baggage to depot at Washington, D. C.	75	
		Railroad fare, Washington, D. C., to New York	6 50	
		Parlor car, Washington, D. C., to New York	1 25	
	31.	Transfer of self and baggage to hotel, New York	75	
		Telegram, New York, official business	25	
Sept.	2.	Hotel bill, Gilsey House, three days	15 00	
		Porterage, New York	*25	
		Transfer self and baggage, New York to train	75	
		Railroad fare, New York to Portland, Me	8 00	
		Sleeping car, New York to Boston	1 50	
		Sleeping-car porter, New York to Boston	25	
	3.	Telegram from Boston, official business	50	
		Breakfast, Boston	60	
		Parlor car from Boston to Portland, Me	60	
		Transfer self and baggage, Portland, Me	50	
		Telegram to Portland, Me., official business	74	
	4.	Bill at Falmouth, Me	3 00	
		Transfer self and baggage, Portland, Me., to depot	75	
		Railroad fare from Portland to Burlington, Vt	7 00	
		Pullman parlor car to Fabyan	75	
		Dinner at Fabyan	1 00	
		Pullman parlor car, Fabyan to Burlington	75	

*Disallowed.

1885.		Robert A. Howard—Continued.		
Sept.	4.	Transfer self and baggage to hotel, Burlington	$0 25	
	5.	Supper, lodging, and breakfast, Burlington	2 50	
		Telegram, Burlington, official business	25	
		Porter and transfer to boat, Burlington	50	
		Steamboat fare, Burlington to Plattsburg	1 00	
		Dinner, 75 cents; supper, 75 cents; Plattsburg	1 50	
		Railroad fare, Plattsburg to New York	9 20	
		Sleeping-car fare, Plattsburg to New York	2 00	
	6.	Porter, sleeping car, Plattsburg to New York	*25	
		Transfer self and baggage, New York	75	
	7.	Hotel bill, Gilsey House, New York, one and one-fourth days	6 25	
		Porter, New York	*25	
		Railroad fare, New York to Washington, D. C	6 50	
		Pullman palace car, $1.25, New York to Washington, and porter 25 cents	1 50	
		Jurat	25	
			84 39	
		By amount disallowed as not in margin	3 25	
				$81 14
		Benjaman Wilson:		
Oct.	31.	For expenses actually and necessarily incurred at Norfolk, Va., and in going and returning from Washington to take depositions for the United States in the claims pending in Court of Claims of the Norfolk County Ferry Company *vs.* United States, No. 61, Congressional, as per following statement:		
		Steamboat fare and state room, Washington to Norfolk	3 25	
		Supper	1 00	
		Breakfast	75	
		Hotel bill, Norfolk	5 50	
		Steamboat fare, Norfolk to Washington	3 00	
		Supper	75	
		Street-car fare to and from wharf, Washington	18	
		Jurat	25	
				14 68
		Robert A. Howard:		
	2.	Railroad fare, Washington, D. C., to Little Rock, Ark	25 75	
		Transfer, Washington, 75 cents; supper at Cumberland, 75 cents	1 50	
		Pullman sleeper, Washington, D. C., to Cincinnati, Ohio	3 00	
	3.	Breakfast at Cincinnati, 75 cents; Pullman parlor car, Cincinnati to Saint Louis, $1	1 75	
		Dinner at Vincennes	50	
		Supper at Saint Louis	75	
		Sleeper, Saint Louis to Little Rock	2 50	
	4.	Breakfast at Walnut Ridge	75	
	9.	Railroad fare, Little Rock to Fort Smith, Ark	7 80	
		Dinner at Little Rock	50	
		Supper at Ozark	50	
	10.	Transfer at Fort Smith	50	
		Breakfast at Fort Smith	50	
		Dinner at Fort Smith	1 00	
	11.	Breakfast, 75 cents; dinner, $1	1 75	
		Supper at Fort Smith	1 00	
		Transfer at Fort Smith	50	
	12.	Hotel bill	2 25	
		Breakfast at Ozark	50	
		Railroad fare, Fort Smith to Russellville	4 30	
	13.	Hotel bill at Russellville	2 00	
		Railroad fare, Russellville to Little Rock, Ark	3 55	
	14.	Transfer at Little Rock	50	
		Railroad fare, Little Rock to Hot Springs, Ark	3 30	

*Disallowed.

1885.		Robert A. Howard—Continued.		
Oct.	14.	Transfer	$0 50	
	15.	Hotel bill at Hot Springs	3 00	
		Transfer, 50 cents; Railroad fare, Hot Springs to Little Rock, $3.30	3 80	
		Supper at Malvern	75	
		Railroad fare, Little Rock to Washington, D. C	29 65	
	18.	Transfer, Little Rock	75	
		Supper, Forest City	75	
		Pullman sleeper, Memphis to Chattanooga, Tenn	2 00	
	19.	Breakfast at Stevenson	50	
		Transfer at Knoxville	25	
	20.	Hotel bill at Knoxville	2 25	
		Transfer at Knoxville	25	
		Supper at Bristol	50	
		Pullman sleeper, Bristol to Lynchburg, Va	1 50	
	21.	Breakfast at Lynchburg	50	
		Transfer at Washington	50	
				$114 40
		F. P. Dewees:		
	20.	For traveling expenses actually and necessarily incurred, as per following statement (Turner *vs.* The United States):		
		Railroad fare, Washington to New York (first-class Philadelphia)	7 25	
		Supper *en route*	1 00	
		Baggage, New York	25	
	21.	Breakfast and dinner, New York, $1 each	2 00	
		Transfer to boat	50	
		New York to Fall River	2 50	
		State-room on boat	2 00	
		Supper and breakfast on boat, $1 each	2 00	
	22.	Railroad fare, Fall River to Providence	50	
		Transfer to hotel	50	
		Hotel bill, Providence	3 75	
		Baggage to depot	25	
	23.	Railroad, Providence to New York	4 50	
		Sleeper, $2; porter, 25 cents	2 25	
		Transfer, New York	75	
		Breakfast, New York	75	
		Fare to Philadelphia	3 00	
		Transferring baggage	75	
		Dinner	1 00	
	27–28.	Supper and breakfast, Philadelphia, $1 each	2 00	
	28.	Room, Lafayette Hotel	2 00	
		Baggage	25	
		Railroad fare to Washington	4 00	
		Jurat	25	
				$44 00
		Felix Brannigan:		
Aug.	30.	For expenses actually and necessarily incurred, as per following statement:		
		Baggage to railroad depot at Washington, D. C	50	
		Railroad fare, Washington, D. C., to New Orleans, La., via Nashville	44 00	
		Pullman car to Cincinnati, $3; supper, 75 cents	3 75	
	31.	Breakfast at Cincinnati, $1; porter on sleeper, 25 cents; dinner, 75 cents	2 00	
		Pullman car to Nashville, $2; porter on car, 25 cents	2 25	
		Baggage to hotel, 50 cents; bus, 50 cents	1 00	
		Notarial fee on this account	25	
				53 75
		Felix Brannigan:		
Sept.	1.	For expenses actually and necessarily incurred as per following statement:		
		Hack-hire in Nashville, Tenn., on Government business	1 50	
		Hotel bill at Nashville, Tenn	5 10	

1885.		Felix Brannigan—Continued.	
Sept.	1.	Baggage to railroad depot	$0 50
		Pullman car, Nashville to New Orleans	4 00
	2.	Breakfast, 75 cents; dinner, 75 cents	1 50
		Porter on sleeping-car, 25 cents; hack to hotel at New Orleans, $1	1 25
	3.	Hotel bill	5 00
		Telegram	50
		Supper	1 00
	4.	Lodgings, New Orleans	2 00
		Breakfast	1 00
		Baggage to railroad depot, 50 cents; bus fare to railroad depot, 50 cents	1 00
		Railroad fare, New Orleans to Thibodeaux, La	3 00
		Baggage transfer, 50 cents; bus fare, 50 cents	1 00
		Dinner, $1; supper, 75 cents	1 75
		Team and driver from Thibodeaux to Terre Bonne railroad station, to catch night train for Texas (no train from Thibodeaux after 3 o'clock p. m.)	3 50
		Railroad fare, Terre Bonne, La., to Columbus, Tex., $16.10; sleeper, $4	20 10
	5.	Breakfast, in buffet-car, $1; porter on sleeper, 25 cents	1 25
		Baggage to hotel at Columbus, Tex	50
	10.	Hotel bill at Columbus, Tex	10 00
		Baggage to railroad depot, 50 cents; railroad fare, Columbus to Galveston ,$4.10	4 60
		Pullman car fare, 75 cents; dinner at Houston, $1; car porter, 25 cents	2 00
		Supper in Galveston	1 00
		Hack for self and baggage from railroad to "Beach Hotel," Galveston, (2 miles)	1 50
	15.	Hotel bill at Galveston	25 00
		Baggage to depot, 50 cents; bus, 50 cents	1 00
		Street-car fare in Galveston	75
		Railroad fare, Galveston to Houston	1 50
		Hack at Houston on Government business	1 00
		Two telegrams to Waco	40
	16.	Hotel bill at Houston	3 75
		Hack to depot	1 00
		Railroad fare, Houston to Texarkana, $9.90; Pullman car, $3	12 90
		Supper	1 00
	17.	Porter on car, 25 cents; baggage transfer at Texarkana, 50 cents	75
		Breakfast, $1; railroad fare, Texarkana to Lewisville, $1.90	2 90
	19.	Hotel at Lewisville, Ark	5 50
		Railroad fare, Lewisville to Texarkana, Ark., $1.90; night lunch, 75 cents	2 65
	20.	Baggage transfer at Texarkana	50
		Hotel bill	1 50
		Railroad fare, Texarkana to Shreveport, La., $11.50; Pullman car, $1 50	13 00
		Dinner at Marshall	1 00
		Supper at Shreveport station	1 00
		Porter on railroad car, 25 cents; hack to hotel, $1	1 25
	21.	Hotel bill at Shreveport	4 00
		Hack to railroad depot	1 00
		Railroad fare to New Orleans, $13.50; sleeping cars, $3	16 50
		Breakfast $1; dinner *en route* $1; car-porter 25 cents	2 25
		Supper at St. Charles $1 (voucher 13—omit $2 for room)	1 00
		Hack fare, self and baggage to lodgings	1 00
	23.	Three meals at $1 for each meal	3 00
	24.	Three meals at $1 for each meal	3 00
	25.	Three meals at $1 for each meal	3 00
	26.	Three meals at $1 for each meal	3 00
	27.	Three meals at $1 for each meal	3 00
		Lodgings at New Orleans, 6 days, at $2	12 00

1885.		Felix Brannigan—Continued.		
Sept.	27.	Hack to railroad depot	$1 00	
		Railroad fare from New Orleans to Greenville, Miss., $10; sleeping-car, $3	13 00	
		Porter	25	
	28.	Breakfast, 75 cents; baggage and self from Greenville, $1	1 75	
		Hack hire at Greenville on Government business	2 50	
		Dinner, $1, and supper $1, at Greenville, Miss	2 00	
		Railroad fare from Greenville to Vicksburg, $4; sleeper, $2	6 00	
	29.	Car-porter, 25 cents; baggage to hotel, 50 cents	75	
		Bus fare, 50 cents	50	
	30.	Hotel bill at Vicksburg, Miss	5 00	
		Railroad fare, Vicksburg to Columbia, Tenn	16 80	
		Hack to depot	1 00	
		Sleeping-car, Vicksburg to Columbia, $3; supper in buffet, $1	4 00	
		Notary's fee on this account	25	
			———	$260 45
		Felix Brannigan:		
Oct.	1.	For expenses actually and necessarily incurred, as per following statement:		
		Breakfast *en route* from Vicksburg, Miss., to Columbia, Tenn	75	
		Dinner *en route* from Vicksburg, Miss., to Columbia, Tenn	1 00	
		Baggage from railroad to hotel at Columbia, 50 cents; bus fare, 50 cents	1 00	
		Porter on sleeping car	25	
	7.	Hotel bill at Columbia	18 00	
		Baggage from hotel to depot, 50 cents; bus fare, 50 cents	1 00	
		Railroad fare, Columbia to New Orleans	17 40	
		Sleeping car, Columbia to New Orleans, $4; supper in buffet car, $1	5 00	
	8.	Breakfast, 75 cents *en route;* dinner, $1 *en route;* supper in New Orleans, $1	2 75	
		Car-porter, 25 cents; hack from depot to Morgan's landing for self and baggage, $1.50	1 75	
	9.	Lodgings at New Orleans night of 8th	1 50	
		Breakfast at New Orleans	1 00	
		Railroad fare, New Orleans to Bunkie, La	5 60	
		Pullman car, 75 cents; dinner, $1	1 75	
		Car-porter, 25 cents; team and driver, Bunkie to Evergreen (6 miles) $1.50	1 75	
		Driver's supper at Evergreen	50	
	14.	Hotel bill at Evergreen, La	11 00	
		Railroad fare, Bunkie to Alexandria	1 30	
		Baggage from railroad to hotel, 50 cents; bus fare, 50 cents	1 00	
	15.	Hack hire in Alexandria on Government business, $2.25; ferry toll, 25 cents	2 50	
	19.	Hotel bill at Alexandria, La	15 00	
		Hack to railroad depot	1 00	
		Railroad fare, Alexandria to New Orleans	6 85	
		Sleeping-car, Alexandria to New Orleans	3 00	
	20.	Breakfast *en route*	1 00	
		Hack to hotel at New Orleans, $1; car-porter, 25 cents	1 25	
	22.	Hack hire in New Orleans on Government business	2 50	
	23.	Hack hire in New Orleans on Government business	2 50	
	24.	Hotel bill at New Orleans	9 00	
		Hack to steamer	1 00	
		Fare on steamboat from New Orleans to Saint Joseph Landing, La	8 00	
	26.	Fare on hack from Saint Joseph Landing to Saint Joseph	1 00	
		Hack hire in Saint Joseph on Government business	1 75	
		Notary's fee on this account	25	
			———	140 90

1885.		Felix Brannigan:		
Nov.	2.	For expenses actually and necessarily incurred, as perfollowing statement:		
		Hotel bill at Saint Joseph, La	$20 00	
		Hack fare from Saint Joseph to Saint Joseph Landing	1 00	
		Lodgings in wharf-boat at Saint Joseph Landing	1 00	
	3.	Fare on steamboat from Saint Joseph Landing to New Orleans	8 00	
	5.	Baggage from steamboat landing to hotel at New Orleans	50	
		Hack from Carrollton Landing to railroad depot, 7 miles	2 50	
		Breakfast at New Orleans	1 00	
		Railroad fare, New Orleans to Baton Rouge	2 60	
		Dinner at Baton Rouge	1 00	
		Railroad fare, Baton Rouge to New Orleans	2 60	
		Hack from railroad depot to hotel, New Orleans	1 00	
	6.	Hack hire from New Orleans to Carrollton on Government business (7 miles and return)	3 50	
	7.	Hotel bill at New Orleans	8 50	
		Baggage from hotel to railroad depot, 50 cents; bus fare, 50 cents	1 00	
		Railroad fare, New Orleans to Washington, D. C	42 50	
		Sleeper to Cincinnati	5 00	
		Dinner *en route*, $1; supper *en route*, 75 cents	1 75	
	8.	Breakfast at Nashville	1 00	
		Dinner at Louisville	1 00	
		Supper at Cincinnati, $1; lodging at Cincinnati, $1.50	2 50	
	9.	Breakfast at Cincinnati, $1; hack to railroad depot, 75 cents	1 75	
		Sleeping car, Cincinnati to Washington, D. C	3 00	
		Dinner *en route*, 75 cents; supper *en route*, 75 cents	1 50	
	10.	Porter on sleeper, 25 cents; baggage from depot, Washington, D. C., 50 cents	75	
		Notary's fee on this account	25	
				$115 20
		James Mercer:		
	1.	To expenses in traveling from West Point, N. Y., to Washington, D. C., in pursuance of a detail from the War Department to testify as a witness for the defendants in case of Alexey W. Von Schmidt *vs.* The United States, Court of Claims, Congressional No. 89:		
		West Point to New York	98	
		Street cars	15	
		New York to Washington	6 50	
		Lunch	25	
	19.	Ticket, Washington to New York	6 50	
		Parlor car, Washington to New York	1 00	
		Dinner	1 00	
		Cab	50	
		New York to West Point	98	
		Omnibus	15	
				18 01
		[No charge for board in Washington.]		
		W. X. Stevens:		
		For services as expert in patent cases of Hubbell (decided against claimant), 2 days; Morse Arms Company, pending 4 days; Gill, pending 4½ days; Maynard, pending 3 days; 13½ days in full, from July 7 to August 18, 1885, at $10 per day, as per agreement with Assistant Attorney-General		135 00
		H. J. May:		
Oct.	12.	For expenses actually and necessarily incurred, as per following statement:		
		Bus to Baltimore and Ohio depot	50	
		Railroad fare, Washington to Cincinnati	11 00	
		Sleeper	3 00	
		Supper at Cumberland	75	

1885.		H. J. May—Continued.		
Oct.	13.	Porterage on sleeper	$0 25	
		Breakfast at Cincinnati	1 00	
		Railroad fare, Cincinnati to North Vernon, Ind	2 70	
		Meals at North Vernon	1 00	
		Railroad fare, North Vernon to Cincinnati	2 70	
		Bus from depot to hotel, Cincinnati	50	
	15.	Hotel bill, Gibson House	9 00	
		Bus from hotel to depot	50	
		Railroad fare, Cincinnati to Washington	14 00	
		Sleeper	3 00	
	16.	Breakfast at Cumberland	75	
		Bus, Washington City	50	
		Porterage on sleeper	25	
		Jurat	25	
				$51 65
		John Irwin, jr.:		
Nov.	17.	For services as commissioner of the Court of Claims, in behalf of the United States at Department of Justice, in the case of Alexey W. Von Schmidt *vs.* The United States (Cong. No. 89) per diem allowance, one day, to wit, Nov. 17, 1885	3 00	
		170 folios of 100 words, at 15 cents per folio	25 50	
				28 50
		Leigh Chalmers:		
	10.	For expenses actually and necessarily incurred, as per following statement:		
		Street-car fare, from residence to depot	05	
		Breakfast at depot, Washington, D. C	75	
		Railroad fare, Washington, D. C., to Cox's Station, Md	1 81	
		Hack from Cox's Station to Chapel Point, Md., and return	50	
	11.	Buggy and team from Cox's Station to Port Tobacco, Md., and return	3 50	
	12.	Buggy and team to see witness Posy, and return	1 50	
		Hotel bill at Cox's Station, Md	3 50	
		Railroad fare, Cox's Station, Md., to Washington, D. C	1 81	
		Supper at depot, Washington, D. C	80	
		Hack from depot to residence, Washington, D. C	50	
	23.	Jurat	25	
				14 97
		Lewis Cochran:		
Oct.	29.	For expenses necessarily and actually incurred, as per following statement:		
		Railroad fare to Philadelphia in case of the owners of the Schooner Walter B. Chester *vs.* The United States (Cong. No. 65.)	4 00	
		Seat in parlor-car	75	
		Hotel bill	1 00	
		Railroad fare returning, $4; berth in sleeping-car, $2	6 00	
Nov.	19.	Railroad fare to Philadelphia, same case	4 00	
		Railroad fare returning	4 00	
		Seat in parlor-car	75	
		Dinner at restaurant, Philadelphia, Pa	65	
	25.	Jurat	25	
				21 40
		M. L. York:		
	27.	For copy of deposition of Emil L. Frederick, in case Wilson & Goss *vs.* United States, No. 14556, Court of Claims, 48 folios, at 6 cents per folio		2 88
		W. W. Whittington, jr.:		
Oct.	19.	To services as notary public in behalf of the United States at Alexandria, La., on the 19th day of October, 1885, in the case of heirs of John Schwartzenburg *vs.* The United States (Court of Claims, No. 58, Congressional): one day, to wit, October 19, 1885, at $3 per day		3 00

1885.		W. W. Whittington, jr.—Continued.		
Oct.	19.	Sixteen folios (by actual count) of 100 words, at 15 cents per folio	$2 40	
		Postage	04	
				$5 44
		Robert A. Howard:		
Nov.	12.	For expenses actually and necessarily incurred, as per following statement:		
		Transfer self and baggage to depot, Washington, D. C.	50	
		Railroad fare, Washington to New York	6 50	
		Parlor car, Washington to New York	1 25	
	13.	Transfer self and baggage to hotel in New York	75	
	16.	Hotel bill in New York, three days	13 10	
		Messenger boy on official business. (See hotel bill)	50	
		Transfer self and baggage to depot, New York	75	
		Railroad fare, New York to Washington, D. C	6 50	
		Sleeping-car fare, New York to Washington, D. C	2 00	
		Jurat	25	
				32 10
		H. H. Alexander:		
Dec.	10.	To services as United States commissioner in behalf of the United States, at Washington, D. C., Thursday, December 10, 1885, in the case of Frank Hume *vs.* The United States (Court of Claims, No. 14612):		
		Attendance one day, to wit, December 10, 1885	3 00	
		Fifty-four folios (by actual count) of 100 words, at 15 cents per folio	8 10	
		Additional, as stenographer, 10 cents per folio	5 40	
				16 50
		W. X. Stevens:		
		For services as expert in the patent case of the Morse Arms Company *vs.* The United States (Court of Claims case No. 14340), as per agreement with the assistant attorney-general, commencing the 5th day of November, 1885, and ending the 15th day of December, 1885, seventeen days, at $10 per day		170 00
		A. M. Lambeth, jr.:		
Nov.	23.	To services and necessary expenses incurred as notary public in behalf of the United States, at Memphis, Tenn., on the 23d day of November, 1885, in the taking of depositions in the case of Thomas F. Perkins, administrator of Mrs. Eliza M. Dawson, *vs.* The United States (No. 388 Congressional):		
		One day, viz, November 23, 1885 (per diem)	3 00	
		Nine folios of 100 words, at 15 cents per folio	1 35	
		Issuance of three subpœnas, at 25 cents	75	
		Service of three subpœnas, at 25 cents	75	
				5 85
		J. J. Linney:		
Dec.	12.	To services incurred as a notary public in behalf of the United States, at Washington, D. C., on the 12th day of December, 1885, in the case of James E. Kelsey *et al. vs.* The United States (Court of Claims, Congressional No. 99):		
		One day, at $3 per day	3 00	
		Seventy-three folios (by actual count) of 100 words, at 15 cents per folio	10 95	
		Additional as stenographer, 10 cents per folio	7 30	
				21 25
		John McBrooks:		
		For services as special attorney for the United States in the taking of testimony in certain cases pending in the United States Court of Claims:		
		Ten days' services, from the 23d day of November, 1885, to the 5th day of December, 1885, at $10 per day	100 00	

1885. John McBrooks—Continued.
Dec. 12. For expenses actually and necessarily incurred, as per following statement:

Railroad fare to La Grange	$1 45	
Hotel fare at La Grange	50	
Railroad fare from La Grange to Russellville	55	
Hotel fare at Russellville	2 00	
Railroad fare to Somerville	1 50	
Hotel fare at Somerville	3 00	
Railroad fare from Somerville to Collierville	85	
Hotel fare at Collierville	50	
Hire of conveyance, 9 miles, to take deposition	2 50	
Railroad fare to Bonds, 45 cents; Bonds to Memphis, 45 cents	90	
Railroad fare from Collierville to Memphis	70	
Railroad fare from Russellville to Memphis	95	
		$115 40

H. J. May:
Dec. 23. For expenses actually and necessarily incurred, as follows:

Railroad fare to Baltimore, on official business	1 20	
Bus hire to hotel	50	
Bus hire to depot	50	
Railroad fare, Baltimore to Washington, on official business	1 20	
Dinner, Barnum's Hotel	1 00	
Street-car fare, Washington city	10	
		4 50

[Above expenses incurred in case of Gable *vs.* The United States.]

1886. M. L. York:
Jan. 9. For services as commissioner in behalf of the United States at Washington, D. C., on the 9th day of January, A. D. 1886, in the case of Alfred B. Mullett *vs.* The United States, No. 13614, Court of Claims:

One day, to wit, January 9, 1886	3 00	
Thirteen folios of 100 words, at 15 cents per folio	1 95	
Additional, as stenographer, 10 cents per folio	1 30	
		6 25

1885. Herschel Whitaker:
July 10. For copy of certain depositions taken on behalf of claimants in the case of John Burt *vs.* The United States, No. 3782, Court of Claims, and furnished for the use of the defendants in said case on the request of Heber J. May, assistant attorney, 158 folios of 100 words, at 10 cents per folio 15 80

J. Davis Brodhead:
To services as commissioner in behalf of the United States at Bethlehem, Pa., on the 28th day of December, 1885, in the case of Frank Hume *vs.* The United States, No. 14612, Court of Claims:

Dec. 28. One day, to wit, December 28, 1885	3 00	
Eighteen folios of 100 words, at 15 cents	2 70	
		5 70

1885. Edward M. Watson:
Dec. 17. For expenses actually and necessarily incurred, as per following statement:

Railroad ticket to New Orleans	25 50	
Sleeping car to Cincinnati	3 00	
Supper	75	
18. Breakfast	75	
Seat in Pullman car to Odin	75	
Dinner	50	
Supper	75	
Sleeper to Holly Springs	2 00	
19. Breakfast	75	

1885.		Edward M. Watson—Continued.		
Dec.	27.	Sleeper from Holly Springs to New Orleans	$2 50	
	28.	Self and baggage to hotel	1 00	
		Street-car fare on official business	35	
	29.	Street-car fare on official business	25	
	30.	Hotel bill	12 00	
		Moving self and baggage	50	
		Street-car fare on official business	25	
		Street-car fare on official business	20	
Jan.	1.	Paid Keenan witness fees	2 00	
	2.	Paid street-car fare on official business	25	
	5.	Paid street-car fare on official business	30	
	6.	To depot	1 00	
		Railroad fare to Saint Charles	80	
		From depot to town of Saint Charles	50	
		Breakfast	75	
		Horse for riding to find witnesses and boy to bring him from depot	1 00	
		Railroad fare to New Orleans	80	
		To lodgings	1 00	
	7.	Telegram	*25	
		Hack to see parties on business	1 00	
		Account for board	20 75	
		Account for lodging	11 00	
		Railroad fare to Washington	29 55	
		Self and baggage to depot	1 00	
		Sleeper to Holly Springs	2 50	
		Supper	75	
	9.	Sleeper to Cincinnati	3 50	
		Breakfast	75	
		Dinner	75	
		Supper	75	
	10.	Breakfast	75	
		Dinner	75	
		Supper	75	
		Sleeping car to Washington	3 00	
	11.	Breakfast	75	
		Dinner	75	
		Self and baggage home in hack	1 00	
			140 50	
		Deduct one telegram disallowed for want of receipt	25	
				$140 25
1885.		F. P. Dewees:		
Dec.	21.	For expenses actually and necessarily incurred as per following statement:		
		Railroad fare, Washington to Philadelphia (Rotherwell *vs.* United States)	4 00	
		Transfer in Washington	35	
		Two meals in Philadelphia (75 cents and $1)	1 75	
		Transfer, Philadelphia	30	
	22.	Room, Hotel Lafayette	2 00	
		Two meals (80 cents and $1)	1 80	
		Transfer to depot	50	
		Railroad fare to Pottsville	3 25	
		Transfer at Pottsville	50	
	28.	Transfer at Pottsville (Hume *vs.* United States)	25	
		Railroad fare, Pottsville to Bethlehem	2 46	
		Breakfast, *en route*	75	
		Dinner at Bethlehem	75	
		Railroad fare, Bethlehem to Philadelphia (Hume *vs.* United States)	1 63	
		Supper	1 00	
	29.	Two meals (90 cents and $1)	1 90	
		Street-car fares	45	
		Witness fees, three (G. E. Pack, J. R. Bunting, and S. Morgan)	4 50	

* Disallowed.

1885.	F. P. Dewees—Continued.			
Dec. 29.	Transfer to depot		$0 50	
	Room, Hotel Lafayette		2 00	
	Railroad fare, Pottsville (Rotherwell *v.* United States)		3 25	
	Supper *en route*		40	
	Transfer at Pottsville		25	
1886.				
Jan. 4.	Transfer (Forehand & Wadsworth)		50	
	Railroad fare, Pottsville to New York		6 25	
	Transfer		1 00	
	Supper		85	
5.	Three meals (80 cents, 60 cents, $1)		2 40	
	Fare, elevated road		20	
6.	Three meals (90 cents, 60 cents, $1)		2 50	
	Fare, elevated road		20	
	Telegraph, Rothermel, Philadelphia (15 words), 20 cents; McCool, N. P., Pottsville, 25 cents		*45	
	Room, Coleman House, two days		6 00	
	Transfer to depot		1 00	
	Railroad fare, New York to Philadelphia (Rothermel *v.* United States)		3 00	
	Transfer at Philadelphia		75	
7.	Three meals in Philadelphia (90 cents, 75 cents, and $1)		2 65	
8.	Three meals in Philadelphia (90 cents, 60 cents, and $1)		2 50	
9.	Room, Hotel Lafayette, three days, depositions taken in room		6 75	
	Breakfast		85	
	Transfer		30	
	Railroad fare to Washington		4 00	
	Lunch		35	
	Transfer, Washington		40	
15.	W. H. Dewees, for services rendered in obtaining witnesses in Hume case, Philadelphia		5 00	
			82 44	
	Deduct two telegrams disallowed for want of receipt		45	
				$81 99
	Robert A. Howard:			
	For expenses actually and necessarily incurred in going to Little Rock, Ark., on official business, as per following statement, to wit:			
1885.				
Dec. 17.	Transfer self and baggage to depot at Washington		75	
	Railroad fare, Washington, D. C., to Little Rock, Ark		25 25	
	Sleeper, Washington, D. C., to Cincinnati, Ohio		3 00	
	Supper		75	
8.	Breakfast		75	
	Dinner		75	
	Supper		75	
	Parlor car, Cincinnati to Saint Louis		1 25	
	Sleeper, Saint Louis to Little Rock		3 00	
23.	Transfer self and baggage to depot, Little Rock		50	
	Railroad fare, Little Rock to Shreveport, La		8 05	
	Sleeper, Little Rock to Shreveport, La		4 00	
24.	Breakfast		75	
	Dinner		1 00	
26.	Hotel bill at Shreveport		5 95	
	Transfer, at Shreveport, from and to depot		1 00	
27.	Railroad fare, Shreveport to Little Rock		8 05	
	Sleeper, Shreveport to Little Rock		4 00	
	Breakfast		75	
	Dinner		1 00	
	Transfer self and baggage at Little Rock, from depot		50	
29.	Transfer self and baggage to depot at Little Rock		50	
	Railroad fare, Little Rock to Washington, D. C		28 55	
	Sleeper, Little Rock to Saint Louis		3 00	

* Disallowed.

1885.		Robert A. Howard—Continued.		
Dec.	30.	Parlor-cars, Saint Louis to Cincinnati	$1 25	
		Sleeper, Cincinnati to Washington, D. C	3 00	
		Meals *en route*: supper, 75 cents; breakfast, 75 cents; dinner, 75 cents; supper, 75 cents	3 00	
	31.	Transfer self and baggage from depot, Washington	75	
				$111 85
		Felix Brannigan:		
		For expenses actually and necessarily incurred, as per following statement:		
	1.	Breakfast at Lexington, Ky., $1; hack to railroad depot, $1	2 00	
		Railroad fare, Lexington to Louisville	2 40	
		Baggage from depot, 50 cents; bus fare, 50 cents, at Louisville	1 00	
		Dinner and supper at Louisville, $1 each	2 00	
	2.	Breakfast and supper at Louisville, $1 each; dinner at Portland, $1	3 00	
		Three meals at Louisville, $1 each	3 00	
	4.	Three meals at Louisville, $1 each	3 00	
	5.	Breakfast at Louisville, $1; dinner and supper at New Albany, $1 each	3 00	
		Hack hire at Louisville and New Albany, on Government business	3 00	
	6.	Breakfast and supper at Louisville, $1 each; dinner at Portland, $1	3 00	
	7.	Three meals at Louisville, $1 each	3 00	
		Room rent at Louisville (1st to 7th inclusive)	14 00	
		Bus to depot, 50 cents; baggage, 50 cents; railroad fare Louisville to Vicksburg, $16.40	17 40	
		Sleeping-car from Louisville to Memphis	3 00	
	8.	Breakfast, 75 cents; dinner at Memphis, $1; hack hire at Memphis, on Government business, $2.50	4 25	
		Sleeping-car to Vicksburg, $3; supper, 75 cents	3 75	
	9.	Bus to hotel at Vicksburg, 50 cents; baggage, 50 cents	1 00	
	10.	Hotel bill at Vicksburg	4 50	
		Hack hire at Vicksburg, on Government business	2 50	
		Dinner and supper at Vicksburg, $1 each	2 00	
	11.	Hotel bill at Vicksburg	1 50	
		Dinner and supper at Vicksburg, $1 each; hack to depot, $1	3 00	
		Railroad fare to New Orleans, $7; sleeping-car, $3	10 00	
	12.	Breakfast, 75 cents; dinner and supper at New Orleans, $1 each	2 75	
		Transfer of baggage at New Orleans	50	
		Railroad fare, New Orleans to Pulaski, Tenn., $16.40; sleeping-car $4	20 40	
	13.	Three meals *en route*, 75 cents each	2 25	
	14.	Bus fare from depot to hotel at Pulaski, 50 cents; baggage, 50 cents	1 00	
	16.	Hotel bill at Pulaski	7 00	
		Baggage to depot at Pulaski, 50 cents; bus fare, 50 cents	1 00	
		Railroad fare, Pulaski to Nashville	2 65	
		Supper at Nashville, $1; railroad fare to Chattanooga, $5.50; sleeping-car, $3	9 50	
	17.	Breakfast, 75 cents; hack from depot at Chattanooga, self and bag, $1	1 75	
		Dinner and supper at Chattanooga, $1 each	2 00	
		Hack hire on Government business	1 50	
	18.	Three meals at Chattanooga, $1 each	3 00	
	19.	Three meals at Chattanooga, $1 each	3 00	
	20.	Three meals at Chattanooga, $1 each	3 00	
	21.	Three meals at Chattanooga, $1 each	3 00	
	22.	Three meals at Chattanooga, $1 each	3 00	
		Room rent at Chattanooga (17th to 22d, inclusive), voucher 5	7 50	
		Hack for self and baggage to depot	1 00	

1885.		Felix Brannigan—Continued.		
Dec.	22.	Railroad fare, Chattanooga to Washington, $21.40; sleeping car, $5	$26 40	
	23.	Three meals *en route*, 75 cents each	2 25	
	24.	Hack from depot, Washington, self and baggage	1 00	
	31.	Hack hire in Washington, Government business	1 50	
		Railroad fare, Washington to New York, $6.50; sleeping-car, $2	8 50 8 50	
		Notary's fee on this account	25	
				$211 00
		Felix Brannigan:		
Nov.	18.	For expenses actually and necessarily incurred, as per following statement:		
		Baggage to railroad depot, Washington, D. C	50	
		Railroad fare, Washington to Louisville	17 50	
		Sleeping car to Cincinnati	3 00	
	19.	Breakfast, 75 cents; dinner, 75 cents *en route;* supper at Cincinnati, $1	2 50	
		Sleeping car to Louisville	2 00	
	20.	Hack for self and baggage to hotel at Louisville	1 00	
		Three meals at Louisville, $1 each	3 00	
	21.	Three meals at Louisville, $1 each	3 00	
		Room rent, 20th and 21st	4 00	
		Steamboat fare to Cincinnati (including state-room)	3 50	
		Hack for self and baggage to steamboat at Louisville	1 00	
	22.	Baggage to hotel at Cincinnati	50	
		Three meals at Cincinnati, $1 each	3 00	
	23.	Three meals at Cincinnati, $1 each	3 00	
		Room at Cincinnati	2 00	
		Hack for self and baggage to railroad depot at Cincinnati	1 00	
		Railroad fare, Cincinnati to Dexter, Ohio, $5.60; sleeping car, $2	7 60	
	24.	Lodgings at Dexter, $1; breakfast, 75 cents	*1 75	
		Railroad fare, Dexter to Hicksville	1 80	
		Baggage from depot, Hicksville	50	
		Dinner and supper at Hicksville, 75 cents each	1 50	
	25.	Three meals at Hicksville, 75 cents each	2 25	
	26.	Three meals at Hicksville, 75 cents each	2 25	
	27.	Baggage to depot at Hicksville, 50 cents; railroad fare to Dexter, $1.80	2 30	
		Breakfast at Dexter, 75 cents; railroad fare to Cincinnati, $5.60	6 35	
		Pullman car to Cincinnati from Dexter	75	
		Hack for self and baggage from depot at Cincinnati	1 00	
		Dinner and supper at Cincinnati, $1 each	2 00	
	28.	Room at Cincinnati, $2; and three meals at $1 each	5 00	
		Bus to depot, 50 cents; baggage, 50 cents; railroad fare, Cincinnati to Lexington, $2.40	3 40	
		Hack for self and baggage to hotel at Lexington	1 00	
	29.	Meals at Lexington three at $1 each	3 00	
	30.	Breakfast at Lexington, $1; hack to depot, $1	2 00	
		Railroad fare to Georgetown, 50 cents; dinner at Georgetown, $1; hack hire on Government business, $2.25	3 75	
		Supper at Georgetown, $1; railroad fare to Lexington, 50 cents	1 50	
		Hack from depot at Lexington	1 00	
		Room rent at Lexington, 28th to 30th, inclusive	3 00	
		Notarial fee on this account	25	
				104 45
		E. B. Blanks:		
		For services as special attorney from the 23d day of December, 1885, to the 27th day of December, 1885, dates inclusive, 5 days, at $10 per day		50 00

*Unable to get voucher for lodging, as I arrived at Dexter late at night and left next morning about daylight. No one on duty but watchman, and he could not give a receipt. Had to stop over that night, as trains did not connect. F. BRANNIGAN.

E. B. Blanks—Continued.
For expenses actually and necessarily incurred in going to and returning from Shreveport, La., by and under the direction of Assistant Attorney-General Robert A. Howard, as per following statement, to wit:

1885.				
Dec.	23.	Transfer self and baggage to depot, at Little Rock	$0 50	
		Railroad fare, Little Rock to Shreveport, La	8 05	
		Sleeper, Little Rock to Shreveport, La	4 00	
	24.	Breakfast	75	
		Dinner	1 00	
	26.	Hotel bill at Shreveport, La	5 90	
		Transfer at Shreveport from and to depot	1 00	
	27.	Railroad fare, Shreveport to Little Rock	8 05	
		Sleeper, Shreveport to Little Rock	4 00	
		Breakfast	75	
		Dinner	1 00	
		Transfer, self and baggage at Little Rock	50	
				$85 50
1886.		Montfort S. Jones:		
Jan.	30.	To compensation in full for professional services rendered on behalf of defendants in the case of Florine A. Austin *v.* The United States (No. 13843, Court of Claims), in accordance with agreement made with Robert A. Howard, Assistant Attorney-General, representing the United States		250 00
		Lewis Cochran: For expenses, actually and necessarily incurred, as per following statement:		
1885.				
Dec.	31.	Railroad fare to New York (pass from Philadelphia)	4 50	
		Sleeping car berth	2 00	
1886.				
Jan.	1.	Paid hotel bill, Hoffman House	3 00	
		Three meals, $1 each; supper, December, 31; breakfast and dinner, January 1	3 00	
	2.	Railroad fare to Washington from New York (pass from New York to Philadelphia)	4 50	
		Sleeping-car berth	2 00	
		[Above expenses incurred in case of E. H. Skelsey & Co., No. 13616, and Moline Water-Power Company, No. 14518.]		
	22.	Railroad fare to New York City from Washington	6 50	
		Parlor-car seat	1 25	
	23.	Two meals, at $1	2 00	
	25.	Railroad fare returning	6 50	
		Sleeping-car berth	2 00	
		Jurat to this account	25	
				37 50
		[Above expenses incurred in case of George D. Weeks, No. 14011.]		
		Edward M. Watson: For expenses actually and necessarily incurred as per following statement:		
	28.	Railroad fare to New York	6 50	
		Sleeping-car fare	2 00	
	29.	Cab to hotel	1 00	
	30.	Hotel bill, $1\frac{3}{4}$ days, and cab to depot	*7 85	
		To personal assistance of attendant to train	†1 50	
		Railroad fare to Washington	6 50	
		Sleeping-car	2 00	
		Cab to home	1 00	
		Jurat	25	
			28 60	
		By disallowance as above	2 10	
				26 50

* Disallowed 60 cents. † Disallowed.

1886.		Edward M. Watson:		
Mar.	5.	For hire of cab 6½ hours in an examination of sewer on Maryland avenue northeast, in connection with some excavations and levels taken to furnish evidence for defendant in case of Thomas Adams *vs.* The District of Columbia, No. 227, of which I am in charge	$4 75	
		[This expense was incurred after consultation with Auditor of Department of Justice.]		
		Jurat	25	
				$5 00
		[The expense was incurred by reason of the peculiarities of the investigations made, and the further fact that Mr. Watson is in delicate health, just recovering from severe illness.—H. H.]		
		Charles Northrop:		
	11.	For attendance at Washington, D. C., as a witness on the part of defendants in the case of Mrs. E. P. Mallory *vs.* The United States, No. 108 Congressional, in the United States Court of Claims, in obedience to subpœna issued through clerk's office of said court:		
		Railroad fare, New York to Washington and return	13 00	
		Sleeper, New York to Washington and return, $2 each way	4 00	
		One meal *en route*	50	
		Hotel bill at Washington	6 75	
		Telegram to Assistant Attorney-General	15	
		Two days' attendance, March 10 and 11, at $1.50	3 00	
				27 40
		Felix Brannigan:		
Feb.	28.	For expenses actually and necessarily incurred as per following statement:		
		Hack to railroad depot, self and baggage, Washington, D. C	50	
		Railroad fare, Washington, D. C., to Parkersburg, W. Va	10 50	
		Sleeping-car, Washington, D. C., to Parkersburg, W. Va	2 00	
		Jurat on this account	25	
				13 25
		Felix Brannigan:		
Mar.	1.	For expenses actually and necessarily incurred, as follows:		
		Breakfast at Parkersburg, W. Va	1 00	
		Railroad fare to Marietta, Ohio, and return	90	
		Hack hire at Marietta on Government business	2 50	
		Dinner and supper at Marietta, $1 each	2 00	
		Railroad fare, Parkersburg to Cincinnati	6 40	
		Sleeping-car, Parkersburg to Cincinnati	2 00	
	2.	Three meals at Cincinnati, $1 each	3 00	
		Railroad fare, Cincinnati to Evansville, Ind	7 25	
		Sleeper, Cincinnati to Evansville, Ind	2 00	
	3.	Bus for self and baggage to hotel at Evansville	50	
		Three meals at Evansville, $1 each	3 00	
		Baggage to steamboat	50	
		Steamboat fare to Golanda, Ill	3 75	
	4.	Baggage from boat at Golanda, Ill	25	
		Baggage to boat at Golanda, Ill	25	
		Three meals at Golanda, Ill., 75 cents each	2 25	
	5.	Hack hire at Golanda on Government business	1 75	
		Steamboat fare, Golanda to Cairo, Ill	3 00	
	6.	Baggage to railroad depot, Cairo, Ill	50	
		Three meals at Cairo, $1 each	3 00	
		Railroad fare, Cairo to Chicago, Ill	10 95	
		Sleeping car, Cairo to Chicago, Ill	2 00	
	7.	Hack to hotel, Chicago	1 00	
		Three meals at Chicago, $1 each	3 00	
	8.	Three meals at Chicago, $1 each	3 00	
		Lodgings at Chicago, 7th and 8th, at $2 per day	4 00	
		Hack from hotel to depot, Chicago	1 00	

1886.		Felix Brannigan—Continued.		
Mar.	8.	Railroad fare, Chicago to Washington (limited express)	$24 00	
	9.	Three meals *en route*, 75 cents each	2 25	
		Hack from depot, Washington, D. C	50	
		Jurat	25	
				$100 00
		Robert L. Miller:		
		For services as United States commissioner in behalf of the United States at Washington, D. C., in taking a deposition in the case of Ellen P. Mallory *vs.* The United States (Congressional No. 108, Court of Claims):		
	11.	One day, March 11, 1886, services at $3 per day	3 00	
		27½ folios (by actual count) of 100 words, at 15 cents per folio	4 12	
		Additional as stenographer, 10 cents per folio	2 75	
				9 87
		Frederick S. Stratton:		
		To services rendered in the following cases against the United States, defendant: J. Russ & Co., No. 14025; W. T. Garrett, No. 13978; Davis & Cowell, No. 13976; C. L. Dingley, No. 14024; Hinckley, Spiers & Hayes, No. 13979; Conlin & Roberts, No. 13975; Dunham, Carrigan & Co., No. 13977; Calvin & Nutting, No. 13989; the Pacific Coast Steamship Company, No. 9, Dept.; Goodall, Perkins & Co., No. 9, R. Dept.; William McAfee & Co., No. 13980; Whittier, Fuller & Co., No. 13982; W. J. Adams, No. 13973; W. H. Bodwell, No. 13974, and Remillard Brick Company, No. 13981:		
		Services rendered August 28, 1885, to March 1, 1886, agreed compensation	400 00	
		To services rendered in the case of Robert W. Dunbar,		
1885.		No. 150, Congressional:		
Dec.	3.	Testimony of Robert W. Dunbar taken	20 00	
	5.	Testimony of Robert W. Dunbar, William F. Dunbar, and John D. West taken	20 00	
	8.	Testimony of John D. West taken	20 00	
	9.	Testimony of William F. Dunbar taken	20 00	
				480 00
		D. L. Selke:		
		For services and expenses incurred as witness in behalf of the United States at Washington, D. C., on the 25th, 26th, and 27th days of March, 1886, in the case of William Buckley *vs.* District of Columbia, No. 357, Court of Claims:		
		Three days' attendance of witness, to wit, March 25, 26, and 27, at $1.50 per day	4 50	
		Mileage of witness from Charleston, S. C., to Washington, D. C., and return, 1,144 miles, at 5 cents per mile each way	57 20	
				61 70
1886.		John W. Moore:		
Mar.	19.	For expenses actually and necessarily incurred as per following statement:		
		Railroad fare, Washington to New York City	6 50	
		Berth in sleeping-car	2 00	
	22.	Railroad fare, New York City to Washington, D. C	6 50	
		Berth in sleeping-car	2 00	
		Jurat	25	
				17 25
		William H. Barrows:		
		For necessary expenses incurred as a witness in behalf of the United States at Washington, D. C., from March 14 to 31, inclusive, 1886, in taking depositions in the case of Cumming and Miller *vs.* The United States (No. 14573, Court of Claims):		
	14.	Street-car in Fairhaven	05	
	15.	Street-car to New Bedford depot	10	

1886.		William H. Barrows—Continued.		
Mar.	15.	Telegram to official superior that I had started	$0 48	
		Railroad fare, New Bedford to New York	5 60	
		Breakfast, dinner, and supper	1 25	
		Transfer for self and baggage from depot to depot, in New York	50	
		Railroad fare, New York to Washington, D. C	6 50	
		Sleeper, New York to Washington, D. C	2 00	
	16.	Street-car to house	05	
	16–31.	Street-car in Washington, D. C	1 25	
	31.	Board in Washington, March 16 to 31, inclusive, 16 days, at $2 per day	32 00	
		Railroad fare to New York	6 50	
		Sleeping-car fare	2 00	
		Baggage to railroad depot at Washington	50	
		Jurat	25	
			59 03	
		By telegram, stricken out	48	
				$58 55

[The said Barrows is an engineer on light ship No. 41, Vineyard Sound, Mass., in the United States Light-house Service, and reported under orders from Secretary of Treasury at Washington, D. C., as a witness in above case.

Lewis Cochran:

	18.	For expenses actually and necessarily incurred, as per following statement:		
		Railroad fare from Washington to New York City in case of Stephen H. Myers, for himself and as administrator of Richard Whitemeck (Congressional case No. 325)	6 50	
		Lunch	75	
		Supper	75	
		Railroad fare, returning to Washington	6 50	
		Berth in sleeping-car	2 00	
		Jurat	25	
				16 75

Robert L. Miller:

		For services as commissioner in behalf of the United States at Baltimore, Md., on March 25, 1886, in taking depositions in the case of Frank Hume *vs.* The United States (No. 14612, Court of Claims):		
		One day, to wit, March 25, 1886, at $3 per day	3 00	
		For 24 folios (by actual count) of 100 words, at 15 cents per folio	3 60	
		Additional as stenographer, 10 cents per folio	2 40	
				9 00

George W. Palmer:

		For services and expenses as commissioner of Court of Claims in behalf of the United States at his office, 335 Broadway, New York City, N. Y., on the 13th of March, 1886, in taking depositions in the case of Mallory *vs.* The United States (No. , Court of Claims):		
		One day, to wit, March 13, 1886	3 00	
		45 folios (by actual count) of 100 words, at 15 cents per folio	6 75	
		Additional as stenographer, 10 cents per folio	4 50	
		Attendance of witness, 1 day	1 50	
				15 75

Edson C. Brace:

	17.	For 2½ days' services as stenographer in French spoliation claims cases, under the direction of Hon. R. A. Howard, Assistant Attorney-General, at $10		25 00

1886. C. F. Rowe:
Mar. 12. For services and expenses as a United States commissioner in behalf of the District of Columbia, at Washington, D. C., on the 12th and 13th days of March, 1886, in taking depositions in the case of Thomas Adams *v.* The District of Columbia (No. 227, Court of Claims):

Attendance, one day, to wit, March 12, 1886, at $3 per day	$3 00	
104 folios (by actual count) of 100 words, at 15 cents per folio	15 60	
Additional as stenographer, 10 cents per folio	10 40	
Attendance of witnesses, 2 days, to wit, March 12 and 13, 1886, each of the witnesses, James Watson, Thomas McMahon, and J. W. Dare, being present on both days, at $1.50 per day each	9 00	
		$38 00

George W. Palmer:
For services and expenses incurred as commissioner of the Court of Claims in behalf of the United States, at office, 335 Broadway, New York City, N. Y., on the 2d of April, 1886, in taking depositions in the case of Mallory *v.* The United States (No. , Court of Claims):

One day, to wit, April 2, 1886	3 00	
14.35 folios (by actual count) of 100 words, at 15 cents per folio	2 15	
Additional as stenographer, 10 cents per folio	1 43	
Attendance of witness, 1 day	1 50	
		8 08

J. J. Linney:
17. For services as commissioner in behalf of the United States, at Washington, D. C., on the 17th and 18th of March, 1886, in taking depositions in the case of Cumming *et al. v.* The United States (No. 14573, Court of Claims):

One day, at $3 per day	3 00	
327 folios (by actual count) of 100 words, at 15 cents per folio	49 05	
327 additional as stenographer at 10 cents per folio	32 70	
		84 75

William H. Barrows:
Apr. 1. For expenses actually and necessarily incurred, as per following statement, as a witness at Washington, D. C., in behalf of the United States in the case of Cumming & Miller *v.* The United States (No. 14573, Court of Claims)

Breakfast	50	
Dinner	50	
Supper	50	
Transfer in New York, self and baggage	50	
Steamboat and railroad from New York to New Bedford	2 55	
Stateroom	1 00	
2. Breakfast	05	
Street car from New Bedford to Fairhaven	10	
4. Car fare from Fairhaven to light-house tender at New Bedford to report	10	
6. Administering oath	25	
		6 05

F. A. Benter:
For services as a witness in behalf of the United States, at Washington, D. C., on the 3d day of April, 1886, in taking depositions in the case of S. J. Ritchie *v.* The District of Columbia (No 150, Court of Claims):

Attendance of witness, 1 day, to wit, Saturday, April 3, 1886	1 50

1886. Robert L. Miller:
April 6. For services and necessary expenses incurred as United States Commissioner, in behalf of the United States at Washington, D. C., on the 6th of April, 1886, in taking depositions in the case of Frank Hume *v.* The United States (No. 14,612, Court of Claims).

51 folios (by actual count) of 100 words, at 15 cents per folio	$7 65	
Additional as stenographer, 10 cents per folio	5 10	
Attendance of two witnesses, 1 day, to wit, April 6, 1886	3 00	
		$15 75

Robert L. Miller:

9. For services and expenses incurred as United States commissioner in behalf of the United States, at Washington, D. C., on the 9th April, 1886, in taking depositions in the case of John H. Dialogue *v.* The United States (No. 12843, Court of Claims):

One day, to wit, April 9, 1886	3 00	
95 folios (by actual count) of 100 words, at 15 cents per folio	14 25	
Additional as stenographer, 10 cents per folio	9 50	
		26 75

Roger M. Sherman:

For services as counsel from the 3d day of July, 1885, to the 16th day of January, 1886, dates inclusive, seven days, at $20 per day, as per following statement	140 00	
For two days, at $10 per day	20 00	
		160 00

To attendance upon the retainer of the Attorney-General, upon the taking of testimony before John A. Osborn, esq., in New York City, in the case of Charles W. Durant *et al. v.* The United States (No. 11431, Court of Claims), testimony being taken on July 3, 14, December 2, 9, 19, 23, 1885, and January 16, 1886, and the interests of the United States protected by attendance and objection to evidence, or by cross-examination of claimant's witnesses upon each of those days, at $20 per diem.

To attendance, as above, upon sessions appointed by the commissioner when claimant failed to produce witnesses, and attendance was necessary to protect the United States, upon November 20 and December 30, 1885, at $10 per diem.

Court of Claims: Charles W. Durant *et al. v.* The United States.

I, John A. Osborn, United States commissioner, hereby certify that Roger M. Sherman, esq., attended before me as counsel for the United States upon July 3, 14, December 2, 9, 19, 23, 1885, and January 16, 1886, and that testimony for the claimants herein was taken on those days; and that he attended before me on November 20 and December 30, 1885, pursuant to appointments made at the request of the claimants' attorneys, and at which the claimants produced no witnesses, and attendance by counsel was necessary. I am acquainted with the rate of charges for legal services in New York, and I certify that a charge of twenty dollars for each session when witnesses were examined, and ten dollars for each said attendance when no witness was examined, is a reasonable and moderate charge.

JOHN A. OSBORN,
United States Commissioner.

Dated, NEW YORK, *April* 29, 1886.

1886.		J. B. Martin:		
Feb.	10.	For services in making and furnishing duly certified copies of certain documents for the use of the United States in the defense of the case of George E. Payne *v.* The United States (No. 10, Congressional, Court of Claims) on the request of Mr. Edward M. Watson, assistant attorney, representing defendants in said case		$30 00
1885.		Isaiah Matlack:		
Dec.	29.	For services as notary public, in behalf of the United States, at 731 Walnut street, Philadelphia, Pa., on the 29th day of December, 1885, in taking depositions in the case of Frank Hume *v.* The United States (No. 14612, Court of Claims):		
		One day, to wit, December 29, 1885, at $3 per day	$3 00	
		23 folios (by actual count) of 100 words, at 15 cents per folio	3 45	
				6 45
1886.		Enos Richmond:		
May	6.	To traveling expenses, from Elmer, N. J., to Washington city and return, railroad fare	10 00	
		Two days' time, at $5 per day	10 00	
		Hotel bill (per voucher)	3 12	
				23 12
		William H. Carr:		
		For services and necessary expenses incurred as special commissioner, in behalf of the United States, at Phœnix, Ariz., on the 10th and 11th of February, 1886, in taking depositions in the case of Griffith *v.* The United States (No. 14484, Court of Claims):		
		One day, to wit, February 10, 1886, at $3 per day	3 00	
		308 folios (by actual count) of 100 words, at 15 cents per folio	46 20	
		Additional, as stenographer, 10 cents per folio	30 80	
				80 00
		J. J. Linney:		
		For services and necessary expenses incurred as commissioner in behalf of the District of Columbia on the 3d day of April, 1886, in taking depositions in the case of S. J. Ritchie *v.* The District of Columbia (No. 150, Court of Claims):		
April	3.	One day, to wit, April 31, 1886, at $3 per day	3 00	
		22 folios (by actual count) of 100 words, at 15 cents per folio	3 30	
		Additional, as stenographer, 10 cents per folio	2 20	
				8 50
		Frederick S. Stratton:		
		For services as special counsel from March 10, 1886, to March 13, 1886, dates inclusive, four days, at $20 per day	80 00	
		For expenses actually and necessarily incurred as follows:		
		Jesse D. Carr *v.* The United States (No. 14540, Court of Claims), fare from San Francisco and Oakland, Cal., to and from Salinas, Monterey County, California, both ways	8 00	
		Hotel charges	*6 00	
		Telegrams to claimant Carr, at Salinas	*85	
		Ferry and express charges at San Francisco and Salinas	1 80	
		Expenses on way, for meals, &c	1 35	
			98 00	
		By disallowances	6 85	
				91 15

*Disallowed.

1886.		Mark Breeden, jr.:		
Mar. 31.		For services at New Orleans, La., as a Commissioner of the Court of Claims in taking and returning the depositions and proceedings by and before me in the suit of George E. Payne *v.* The United States, pending in the Court of Claims (No. 10, Congressional):		
		Per diem allowance	$3 00	
		Taking and returning testimony and proceedings, 1,352 words, equivalent to 13½ folios, at 15 cents per folio	2 05	
		For additional, as stenographer, 10 cents per folio	1 35	
		Postage	15	
				$6 55
		Mark Breeden, jr.:		
		For services from January 2, 1886, to April 21, 1886, at New Orleans, La., as a notary public in taking and returning the depositions and proceedings by and before me in the suit of George E. Payne *v.* The United States, pending in the Court of Claims (No. 10, Congressional):		
		Per diem allowance, four days at $3 per day	12 00	
		For 229.7 folios, at 15 cents per folio	34 45	
		Additional, as stenographer, at 10 cents per folio	22 90	
		Postage prepaid on return	50	
			69 85	
		Deduct $9 on per diem fee	9 00	
				60 85
		Robert A. Howard:		
		For expenses actually and necessarily incurred, as per following statement:		
May	5.	Railroad fare, Washington, D. C., to New York	6 50	
		Transfer to depot at Washington, D. C	25	
		Transfer from depot to Gilsey House, New York	1 00	
		Supper at Gilsey House restaurant	1 00	
	6.	Breakfast at Gilsey House restaurant	1 00	
		Dinner at Gilsey House restaurant	1 00	
	7.	Breakfast at Gilsey House, New York, restaurant	1 00	
		Dinner at Gilsey House, New York, restaurant	1 00	
	8.	Breakfast at Gilsey House, New York, restaurant	1 00	
		Dinner at Gilsey House, New York, restaurant	1 00	
	9.	Breakfast at Gilsey House, New York, restaurant	1 00	
		Dinner at Gilsey House, New York, restaurant	1 00	
		Room rent at Gilsey House, New York, 4 days	10 00	
		Railroad fare, New York to Washington, D. C	6 50	
		Sleeping-car, New York to Washington, D. C	2 00	
	10.	Transfer from depot to residence, Washington, D. C	50	
June	3.	Jurat to this account	25	
				36 00
		Patrick Reilly:		
	4.	For 25 days' services as expert in examination of records, measurements, and field-notes in investigation of claims against the District of Columbia pending in the Court of Claims, at $5 per day		125 00
		Felix Brannigan:		
Jan.	1.	For expenses actually and necessarily incurred, as per following statement:		
		For 3 meals in New York City, at $1 each	$3 00	
		Hack hire on Government business, $1.50 and $2	3 50	
	2.	Three meals, $1 each	3 00	
		Room rent, 2 days, at $2	4 00	
		Hack to ferry	1 50	
		Railroad fare, New York to Washington, D. C., $6.50; sleeper, $2	8 50	
		Hack from depot at Washington, D. C	50	
	5.	Railroad fare, Washington, D. C., to Hagerstown, Md	2 35	
		Baggage to depot, Washington, 50 cents; from depot, Hagerstown, Md., 25 cents	75	
Jan.	13.	Hotel bill	30 00	

1886.		Felix Brannigan—Continued.		
Jan.	13.	Railroad fare to Washington, D. C., $2.35; baggage to depot, 25 cents	$2 60	
		Baggage express, Washington, D. C	50	
		Jurat	25	
				$60 45
		Felix Brannigan:		
Mar.	10.	For expenses actually and necessarily incurred, as per following statement:		
		Baggage to depot, Washington, D. C	50	
		Railroad fare to New York, $6.50; sleeper, $2	8 50	
	11.	Hack to hotel (self and baggage)	2 00	
		Three meals, $1 each, $3; hack-hire, Government business, $3.50	6 50	
	12.	Three meals, $1 each, $3; hack-hire, Government business, $3	6 00	
	13.	Three meals, $1 each, $3; hack-hire, government business, $3.50	6 50	
	14.	Three meals, $1 each	3 00	
		Room rent, 3 days, at $2	6 00	
		Hack to ferry, self and baggage	2 00	
		Railroad fare, New York to Washington, $6.50; sleeper, $2	8 50	
	15.	Baggage express, Washington, D. C	50	
		Jurat	25	
				50 25
		Felix Brannigan:		
Apr.	14.	For expenses actually and necessarily incurred, as per following statement:		
		Hack-hire at Washington, D. C., on Government business	2 00	
		Railroad fare, Washington to Chicago, $20.50; breakfast at depot, $1	21 50	
		Dinner and supper *en route*, 75 cents each	1 50	
	15.	Hack to hotel, Chicago, self and baggage	1 00	
		Three meals, $1 each, $3; hack-hire, Government business, $2, $1.50	6 50	
		Hack to railroad depot, $1; railroad fare to Rock Island, $5.15	6 15	
		Sleeping car, Chicago to Rock Island	1 50	
	16.	Bus fare, Rock Island, 25 cents; hack-hire, Government business, $2.50	2 75	
		Railroad fare, Moline and return, 20 cents; 3 meals, $1 each, $3	3 20	
	17.	Railroad fare, Moline and return, 20 cents; 3 meals, $1 each, $3	3 20	
		Hack-hire, Government business	2 00	
	18.	Three meals, $1 each	3 00	
	19.	Railroad fare, Moline and return, 20 cents; 3 meals, $1 each, $3	3 20	
	20.	Railroad fare, Moline and return, 20 cents; 3 meals, $1 each, $3	3.20	
		Hack-hire, Government business	1 50	
	21.	Railroad fare, Moline and return, 20 cents; 3 meals, at $1 each, $3	3 20	
	22.	Railroad fare, Moline and return, 20 cents; 3 meals, at $1 each, $3	3 20	
		Hack-hire, Government business	2 00	
	23.	Railroad fare, Moline and return, 20 cents; 3 meals, at $1 each, $3	3 20	
	24.	Railroad fare, Moline and return, 20 cents; 3 meals, at $1 each, $3	3 20	
		Hack-hire, Government business	3 00	
	25.	Room rent, 9 days, at $1	9 00	
		Three meals, at $1 each	3 00	
		Hack to depot, $1; railroad fare, Rock Island to Chicago, $5.15	6 15	
	25.	Sleeping car	1 50	
	26.	Hack to hotel, Chicago, $1; 3 meals, $1 each, $3	4 00	

1886.		Felix Brannigan—Continued.		
Apr.	26.	Hack to depot, $1; railroad fare to Louisville, $9; sleeper, $2	$12 00	
	27.	Hack to hotel, Louisville, $1; 3 meals, $1 each, $3	4 00	
		Hack-hire, Government business, $2.50, and to railroad depot, $1	3 50	
		Railroad fare, Louisville, Ky., to Washington, D. C	17 50	
		Sleeping-car	4 00	
	28.	Three meals, at 75 cents each, $2.25; baggage express, Washington, D. C., 50 cents	2 75	
		Notary's fee for jurat	25	
				$147 65
		Felix Brannigan: For expenses actually and necessarily incurred, as per following statement:		
May	5.	Hack to steamboat landing, Washington, D. C	75	
		Steamboat fare to Norfolk, Va., $2; stateroom $2	4 00	
		Supper	1 00	
	6.	Baggage from steamboat, 50 cents; messenger boy, 50 cents	1 00	
		Hack to Blakely from Norfolk and return, Government business	3 00	
		Three meals, $1 each	3 00	
		Ferry (for hack)	25	
	7.	Hack, Norfolk navy-yard and return, Government business, $4; ferry, 25 cents	4 25	
		Three meals, at $1 each	3 00	
	8.	Hack, Norfolk to Blakely and return, Government business, $3; ferry, 25 cents	3 25	
		Three meals, at $1 each	3 00	
		Room rent, two days at $2	4 00	
		Steamboat fare, Norfolk to Washington, $2; stateroom, $2	4 00	
	9.	Hack from steamboat landing, Washington, D. C	75	
	13.	Baggage to depot at Washington, D. C	50	
		Railroad fare to New York, $6.50; sleeping-car, $2	8 50	
	14.	Hack from landing, New York, $1.50; three meals at $1 each	4 50	
		Hack hire, Government business	2 50	
	15.	Hack hire, Government business, $1.50; three meals, at $1 each	4 50	
		Room rent, 14 and 15, at $2	4 00	
		Hack to ferry landing, $1.50; railroad fare to Washington, $6.50	8 00	
		Sleeping-car, New York to Washington	2 00	
	16.	Baggage express, Washington, D. C	50	
		Notary's fee for jurat	25	
				70 50
		Edward M. Watson:		
	22.	For expenses actually and necessarily incurred in taking testimony in case of James H. Gable *v.* The United States, No. 14248:		
		Home to depot	25	
		Railroad ticket to Baltimore	1 20	
		Parlor chair car	25	
		Hack to city	1 00	
		Fare to depot (two street-car lines)	10	
		Railroad ticket to Washington	1 20	
		Parlor chair car	25	
		Depot to home	50	
		Jurat	25	
				5 00
		Robert A. Howard: For expenses actually and necessarily incurred in going to and returning from Pittsburgh, Pa., in Court of Claims case No. 714, Congressional, Marks *v.* United States, as follows:		
June	14.	Cab to depot at Washington, D. C	25	
		Railroad fare and sleeper, limited, Washington to Pittsburgh	12 50	

1886.		Robert A. Howard—Continued.		
June	14.	Dinner on train	$1 00	
	15.	Dinner on train	1 00	
	16.	Railroad fare and sleeper, (Baltimore & Ohio), Pittsburgh to Washington, D. C	11 00	
		Affidavit to this account	25	
				$26 00

J. J. Linney:

For services and necessary expenses incurred as commissioner in behalf of the United States on the 6th, 10th, and 27th of March, 1886, in taking deposition in the case of William Buckley, *v.* The District of Columbia (No. 357, Court of Claims), 1 day, at $3 per day -- 3 00

108 folios (by actual count) of 100 words, at 15 cents per folio 16 20

108 additional as stenographer, 10 cents per folio 10 80

30 00

W. X. Stevens:

For services as expert in the patent case, Edward Maynard *v.* The United States, as per agreement with the Assistant-Attorney General. For four days' services ending June 22, 1886, $10 per day 40 00

E. P. Dewees:

For expenses actually and necessarily incurred as per following statement:

Feb.	18.	Transfer	25	
		Railroad fare, Washington to Philadelphia	4 00	
		Supper	1 00	
	19.	Breakfast	1 00	
		Philadelphia to New York (railroad)	2 50	
		Parlor car	50	
		Transfer	1 25	
		Two meals	2 00	
		Street car	15	
	20.	Three meals	3 00	
		Hotel bill	2 00	
		Street cars	20	
		Transfer	1 25	
		Railroad fare, New York to Philadelphia	2 50	
		Parlor car	50	
	21.	Two meals	2 00	
		Transfer	30	
	25.	Transfer	30	
		Two meals	2 00	
		Railroad fare, Philadelphia to Washington	4 00	
		Sleeper	2 00	
		Transfer	35	
Mar.	18.	Dinner (Hume case)	80	
		Railroad fare, Baltimore and return	2 00	
		Three witness fees (Hume *v.* United States)	4 50	
		Supper and room	1 50	
	24.	Transfer (Ferris case)	25	
		Railroad fare, Washington to Philadelphia	4 00	
		Transfer, Philadelphia	30	
		Supper	1 00	
	25.	Three meals	2 80	
	26.	Three meals	2 80	
	27.	Hotel bill (room)	6 00	
		Two meals	2 00	
		Transfer	25	
		Railroad fare, Washington	4 00	
		Transfer	35	
		Jurat	25	
				65 85

1886.	F. P. Dewees:		
Apr. 18.	For expenses actually and necessarily incurred as per following statement:		
	Baggage to depot	$0 25	
	Railroad fare, Washington to Philadelphia (Forehand and Wadsworth, and Hubbard *v.* United States)	4 00	
	Sleeper	2 00	
19.	Breakfast	1 00	
20.	Baggage to depot	30	
	Railroad fare to New York	2 50	
	Parlor car	50	
	Transfer to hotel	1 25	
	Supper	1 00	
21.	Two meals, $1 each; one, 75 cents	2 75	
	Street-car fare	20	
	Hotel bill (lodging)	2 00	
	Transfer to depot	1 25	
	Railroad fare to Washington	6 50	
	Parlor car to Philadelphia	50	
	Baggage transfer	35	
May —.	Street-car fare (Carter *v.* United States)	10	
	Breakfast	75	
	Railroad fare to Warrenton and return	3 50	
	Two meals	1 50	
	Jurat	25	
			$32 45
	E. D. Easton:		
June 17-21.	For services as United States commissioner in behalf of United States, at Washington, D. C., on June 17 and 21, 1886, in taking depositions in the case of Maynard *vs.* The United States (No. 11433, Court of Claims):		
	One day, at $3 per day	3 00	
	265 folios (by actual count) of 100 words, at 15 cents per folio	39 75	
	Additional as stenographer, 10 cents per folio	26 50	
			69 25
	John McBrooks:		
May 11.	For services and expenses actually and necessarily incurred as special assistant-attorney from May 4, 1886, to May 27, 1886, as follows:		
	For thirteen days' services, at $10 per day	130 00	
	Railroad ticket, Memphis to Collierville	70	
12.	Railroad ticket, Collierville to Somerville	85	
	Dinner at Collierville	50	
13.	Hotel bill at Somerville	*3 00	
14.	Railroad ticket, Somerville to Rossville	65	
	Dinner and supper at Rossville	75	
	Rossville to Memphis, railroad ticket	95	
15.	Railroad fare, Memphis to Rossville	95	
	Hotel fare at Rossville	*75	
16.	Railroad ticket, Rossville to Memphis	95	
27.	Railroad ticket, Memphis to Collierville	70	
28.	Hotel bill at Collierville	2 50	
	Railroad fare, Collierville to Memphis	70	
		143 95	
	Credit by disallowances	3 75	
			140 20
	Benjamin Wilson:		
June 29.	For expenses actually and necessarily incurred in going from Washington, D. C., to Baltimore and return, to attend the taking of claimant's depositions in the French spoliation cases, W. Hall Harris, administrator of Mrs. Patterson, deceased, *v.* The United States (No. 1087 and 1088), on June 29:		
	Street-car fare, Washington to depot and return	08	
	Round-trip railroad ticket	2 00	

* Disallowed.

1886.	Benjamin Wilson—Continued.		
June 1.	Street-car fare in Baltimore	$0 10	
	Telegram from Washington to claimant's attorney, Baltimore	*15	
	Lunch	35	
	Dinner	60	
	Jurat	25	
		3 53	
	By disallowance for want of voucher	15	
			$3 38
	Benjamin Wilson:		
8.	For expenses actually and necessarily incurred in going from and returning to Washington, D. C., to attend the taking of depositions by claimant in case of H. E. Pierrepont, executor, *v.* The United States, No. 1052, French spoliation, in New York City, on June 9. The taking of this deposition was continued until June 16, and to attend the taking of depositions in case of W. T. Carter, administrator, *v.* The United States, No. 969, and five other cases, also French spoliation cases, in Boston on June 11, 12, 14, and 15, and then returning to New York to finish the taking of the deposition in case of Pierrepont, executor, above cited:		
	Hack fare to depot in Washington	25	
	Railroad fare to New York	6 50	
	Dinner on cars	80	
	Hack fare to hotel, New York	50	
9.	Hotel bill, Fifth Avenue, New York	5 00	
10.	Hotel bill, Coleman House, New York	3 25	
	Street-car fare in New York	20	
	Hack fare to depot for Boston	1 00	
	Dinner on cars	75	
	Railroad fare to Boston	5 00	
	Hack fare to hotel in Boston	25	
15.	Hotel bill, Young's Hotel, Boston	24 74	
	Hack fare to depot	50	
15.	Lunch on cars	40	
	Hack to hotel, in New York	50	
16.	Hotel bill, Coleman House, New York	3 80	
	Street-car fare, New York	20	
	Hack, to depot, New York	1 00	
	Railroad fare, Boston to Washington	11 50	
	Sleeping-car, New York to Washington	2 00	
17.	Hack fare, on return to Washington	25	
	Jurat	25	
			68 64
	Robert L. Miller:		
28-29.	For services as stenographer and United States Commissioner in behalf of the United States, at Washington, D. C., on the 28th and 29th of June, 1886, in taking depositions in the case of William A. Wilson and John S. Goss *v.* The United States (No. 14556, Court of Claims):		
	One day, at $3 per day	3 00	
	171 folios (by actual count) of 100 words, at 15 cents per folio	25 65	
	Additional, as stenographer, 10 cents per folio	17 10	
			45 75

* Disallowed.

Lewis Cochran:
For expenses actually and necessarily incurred in Congressional suits Nos. 511, 573, 585, and 428, as follows:

1886. June 25.	Railroad fare from Washington to Harper's Ferry and return	$2 25		
	Carriage to go out into Loudon County	2 50		
	Jurat	25		
				$5 00
	Total amount expended by disbursing clerk	6, 255 71		
	Total amount expended by Treasury Department	291 45		
			6, 547 16	
	Amount in hands of disbursing clerk June 30, 1886		2, 744 29	
	Amovnt in the United States Treasury June 30, 1886		2, 708 55	
	Amount of appropriation		12, 000 00	

EXHIBIT G 6.—REPAIRS TO COURT-HOUSE, DISTRICT OF COLUMBIA.

1885.	C. A. Schneider & Sons:			
July 17.	Twenty-four pounds tread casting, at 6 cents	$1 44		
	One hundred and eighteen pounds iron bars, at 8 cents	9 44		
	Eighteen square feet mill grating, at 6 cents	10 80		
	Thirteen hours work repairing railing, at 50 cents	6 50		
				28 18
	I. F. Kersey:			
Aug. 28.	Eighteen days carpenter work making alterations in criminal court-room, rehanging sash, easing doors throughout building, &c., at $3	54 00		
	Two hundred and five feet five-eighth white-pine siding, at 2½ cents (for shutters, basement windows)	5 13		
				59 13
	W. W. Daniels:			
Sept. 5.	One and one-half day's work of plumber and assistant in cleaning out sewer and repairing water-closet, basement story, at $6			9 00
	R. W. Waters:			
5.	For the following labor and material furnished in painting walls and risers, and sundry varnishing in criminal court-room, and staining two floors in marshal's office, viz:			
	Nine days' work of painter, at $2.75	24 75		
	Forty-five pounds mixed paint, at 14 cents	6 30		
				31 05
	Richard J. Cox:			
30.	Eight and one-half days' labor as plasterer, at $3 per day, repairing ceiling, main portico			25 50
	John Devine:			
30.	Eight and one-half days, as laborer, at $1.75 per day, helper to plasterer, repairing ceiling, main portico			14 88
	W. W. Daniels:			
Oct. 2.	Four days' labor as plumber, putting hot and cold water pipes, setting boiler and wash-sink, basement story, west wing, at $4	16 00		
	Four days' labor of helper, at $2	8 00		
				24 00
	Thomas Somerville & Sons:			
2.	One 30-gallon galvanized boiler	6 25		
	One 12-inch pl. boiler stand	75		
	One 30 by 18-inch pl. sink	1 25		
	2 pl. sink-brackets	90		
	25 feet 2-inch ex. by c. t. pipe, at 14 cents	3 50		
	101½ feet ¾-inch galvanized pipe, at 6¼ cents	6 35		

1885.		Thomas Somerville & Sons—Continued.		
Oct.	2.	1 2-inch ex. by ¼ bends, 20 cents; 1 1 by ¾ tee, 6 cents	$0 26	
		1 1-inch galvanized long screw, 35 cents; 1 1-inch galvanized ells, 5 cents	40	
		2 ¾-inch stop-cock, $1.10; 2 ¾-inch fin. camp bibels, $1.40	2 50	
		1 ¾-inch rubber-hose bibels	70	
		12 ¾-inch galvanized ells	66	
		2 ¾-inch plugs, 6 cents; 4 ¾-inch galvanized tees, 24 cents	30	
		3 feet 1½-inch w. i. pipe	93	
		4 boiler speds and couplings	1 60	
		1 1½ lead sewer-trap	80	
				$27 15
		W. E. Spalding & Co.:		
	5.	Cleaning and calciminingce iling of clerk's room of marshal's office (old part)		15 00
		C. Kennedy:		
	9.	4 barrels lime, at $1		4 00
		C. Burlew:		
	16.	Laying concrete floor in basement court-yard, west wing, 21 yards, at 60 cents	12 60	
		Laying concrete floor in basement, west wing, 12 yards, at 70 cents	8 40	
				21 00
		William Waters:		
	26.	Twenty and one-half days' labor, painting window-frames, sash, doors, and roof, at $2.75		56 37
		Thomas Lowe:		
	21.	Furnishing material and laying brick hearth	1 25	
		Hauling away 6 loads of superfluous earth, at 30 cents	1 80	
				3 05
		Elisha Falconer:		
Nov.	7.	Twelve and one-half days' work lining floors, easing windows, &c., basement-story, west wing, at $3		37 50
		Thomas W. Smith:		
	5.	The following lumber used for rooms, basement-story, east wing:		
		105 feet No. 1–14 feet D. W. P. partition, at $5, $5.25; 76 feet ⅞ by 14 D. seconds, 5½ cents, $4.18	9 43	
		40 feet 3½-inch band moldings, at $1.95, 78 cents; 10 pieces 3 by 4-16=160-inch straight, Georgia, 3½ cents, $5.60	6 38	
		300 feet 4-4 No. 2 Georgia flooring, at $3, $9; 7 linear feet, 6-inch No. 1 base, at 2¾ cents, $1.93	10 93	
				26 74
		W. W. Dougherty:		
Dec.	11.	For the following labor and material furnished for water-closet in grand-jury room, viz:		
		1 Mott's earthen hopper	11 50	
		1 finished stop-cock	2 50	
		One day's work, plumber and help	6 00	
				20 00
		W. D. Wyvill:		
	21.	2 awls and handles, at 25 cents	50	
		1 peck alum salt	25	
		3 cold chisels, at 50 cents	1 50	
		2 pounds asbestos packing, at 75 cents	1 50	
		2½ pounds sash-cord, at 50 cents	1 25	
		4½ pounds wrought nails, at 10 cents	45	
		4 dozen large screws, at 20 cents	80	
		1 saw file, 20 cents; 1 bastard file, 50 cents	70	
		Repairing 2 pair tongs, at $1.25	2 50	
		Repairing 5 chisels, at 25 cents	1 25	
		1 ½-inch running thread and lock nut	1 25	
		1 angle valve, $2.50; 1 pound fine nails, 8 cents	2 58	

1885.	W. D. Wyvill—Continued.		
Dec. 21.	1 galvanized elbow, $1; 2 feet 6½-inch galvanized pipe, 50 cents, $1	$2 00	
	Putting same in furnace	1 50	
	2 pounds black lead, at 25 cents	50	
	3½ pounds pure gum, at $1	3 50	
	Repairing furnace poker and wrench	1 00	
	1 steel spade, $1.50; 4 socket chisels, at 55 cents, $2.20	3 70	
	6 papers tacks, at 15 cents	90	
	12 pounds fine nails, at 8 cents	96	
	6½ pounds sash cord, at 50 cents	3 25	
	1 pound copper wire	50	
	1 galvanized bucket	60	
	6 pounds fine nails, at 8 cents	48	
	4 furnace grate-bars, at $1.50	6 00	
	2 Scotch gauge glasses, at 50 cents	1 00	
	2 dozen sand papers, at 20 cents	40	
	2 pounds asbestos packing, at 50 cents	1 00	
	2 large washers, at 5 cents	10	
	1 brass coupling for pump	1 25	
			$43 17
	C. A. Schneider & Sons:		
24.	For the following labor and material furnished in altering and hanging 4 window-gratings in four windows in recorder of deeds' room, basement story:		
	Seven days' work of machinist and helper, at $6	42 00	
	70 pounds bars and fastenings, at 10 cents	7 00	
	Three hours' labor of machinist on vault door of register of bills, at 50 cents	1 50	
	4 pair locks, at 80 cents	3 20	
			53 70
	John W. Barker:		
29.	For the following labor and material furnished, repairing roof, &c., viz:		
	2 sheets of tin, at 25 cents	50	
	1 bushel of charcoal	25	
	10 pounds of solder, at 25 cents	2 50	
	Five days' work of tinsmith, at $3.50	17 50	
			20 75
1886.	D. W. Beveridge & Co.:		
Jan. 5.	4 days' work on iron railings in office of recorder of deeds, at $3		12 00
	Benjamin F. Bean:		
6.	3½ days, laborer as carpenter, putting on sash-locks, remodeling desk in orphans' court room, and repairing table in surveyor's office, at $3 per day	10 50	
	1 yard green cloth furnished	2 50	
			13 00
	C. Schneider:		
8.	For putting in and repairing the following Morton door-springs, court-room and exterior doors:		
	2 No. 2 Morton springs, at $5.75	11 50	
	2 No. 1 Morton springs, at $6.75	13 50	
	1 No. 0 Morton spring	8 75	
	Repairing 1 spring	1 75	
			35 50
	W. W. Daniels:		
14.	1½ days' work of plumber and helper, repairing ladies' water-closet and McFarland tanks on basement floor of court-house, at $6		9 00
	L. H. Schneider & Son:		
23.	4 W. W. brushes, at $1	4 00	
	1 W. W. brush	2 25	
	½ dozen plate-sheet-bars at $4	2 00	
	1 door-lock	80	
	1 dozen bronze C. and H. hooks	2 00	

1886.		L. H. Schneider & Sons—Continued.		
Jan.	23.	4 pounds sash-cord, at 35 cents	$1 40	
		2 dozen knob-screws, at 10 cents	20	
		9 sash-locks, at 15 cents	1 35	
				$14 00
		William E. Wood & Co.:		
	25.	One 4-foot top section of Wood's radiator	9 00	
		12 screws for air-valves, at 15 cents	1 80	
		Steam-fitter and helper's time	3 25	
				14 05
		William H. Butler:		
Feb.	10.	1 sash tool	45	
		4 lights glass, set, at 66¼ cents	2 65	
		⅛ gallon asphalt	25	
		1 light glass 18x18	75	
		1 light glass, 50 cents; 1 light glass, 75 cents	1 25	
		5 pounds putty, 25 cents; 3 pounds umber, 60 cents	85	
		1 pound blue in oil	40	
		1 gallon dryer, 75 cents; 1 pound olive, 10 cents	85	
		2 pounds black in oil	60	
		1 pound green in oil	25	
		1 5–0 brush, $1.50; 1 pound chro. yellow, 25 cents	1 75	
		2 pounds coach-black in oil, at 30 cents	60	
		½ gallon turpentine, at 50 cents	25	
		1 pound blue, 40 cents; 1 whitewash brush, $2	2 40	
		1 glass, 15x18, 30 cents; 2 glass, 11x18, 50 cents	80	
		1 glass, 7x26, 30 cents; 5 pounds putty, 25 cents	55	
		5 pounds ref. blk., $1.50; 1 duster, 75 cents	2 25	
		1 glass, 15x18, 30 cents; 1 gall. dryer, 75 cents	1 05	
		2 pounds sienna in oil, at 25 cents	50	
		1 pound black paint, 25 cents; ¼ gallon turpentine, 15 cents	40	
		1 glass, 15x19, 22 cents; 1 fitch, 20 cents	42	
		1 glass, 19x30, glazed	1 50	
		1 gallon H. S. finish	50	
		1 pound burnt sienna	15	
		1 glass, glazed, 11x12	50	
				21 92
		James Kersey:		
Mar.	6.	18 days' work as carpenter, adjusting doors, and windows, and sundry jobbing throughout the building, at $3		54 00
		Robert W. Waters:		
Feb.	9.	24½ days' work as painter upon doors, windows, &c., at $2.75. (Time made between February 1 and March 8, 1886)		67 37
		James F. Kersey:		
Mar.	12.	12 feet dr. selects, at 6¼ cents	75	
		10 feet selects, at 5 cents	50	
		4½ days' labor as carpenter, fixing circular sash criminal court-room and making drawers for counter in clerk's room, between 6th and this date, inclusive, at $3 per day	13 50	
				14 75
		C. Schneider:		
April	7.	Furnishing and putting on one Morton door-check, No. 0	8 75	
		Repairing bell-wire	50	
		Repairing door-check	1 50	
				10 75
		James F. Kersey:		
	15.	11⅛ days' work as carpenter, repairing floors in basement, north part, making stands for witnesses, and fixing closets in marshal's office, at $3		33 37
		C. A. Schneider's Sons:		
June	3.	5 iron plates (to order) at 25 cents		1 25

1886.		W. D. Wyvill:		
June 3.		1 furnace-poker	$0 75	
		1 furnace-rake	2 00	
		1 brass knob	20	
		1 flat file, 50 cents; 1 round file, 40 cents	90	
		1 monkey-wrench	75	
		5 pounds fine nails, at 8 cents	40	
		6 papers wire springs, at 25 cents	1 50	
		1 gross screws	40	
				$6 90
		Horace Clark:		
	9.	Digging well and walling well in cellar, eastern and north front, and hauling away earth from same, viz, 18 feet 6 inches deep, at $1.75 per foot		32 38
		J. W. Barker:		
	5.	For the following labor and material for repairs to roof of court-house, District of Columbia:		
		14½ pounds solder, at 25 cents	3 63	
		2½ bushels charcoal, at 25 cents	62	
		3 feet water-spout, at 25 cents	75	
		1 large sheet tin	20	
		8 days' labor of tinsmith, at $3.50	28 00	
				33 20
		James F. Kersey:		
	12.	Fourteen days' work as carpenter, making sundry repairs at court-house, at $3		42 00
		Wheatley Brothers:		
	11.	26 feet 4 inches crown m'd'g, at 3 cents	78	
		24 feet 6-4 wh. pine selects, at 6 cents	1 44	
		144 feet 4-4 wh. pine selects, at 5 cents	7 20	
				9 42
		[Used in making sundry repairs in court-house, District of Columbia.]		
		L. H. Schneider & Son:		
	30.	1 flue brush	1 75	
		2 flue brushes, at $1.75	3 50	
		3 ⅜ sockets, at 3⅓ cents	10	
		1 dozen Bro. C. and H. hooks	2 00	
		1 Bro. flush bolt	1 40	
		6 sheets sandpaper, at 1⅔ cents each, 10 cents; 4 bolts and washers, at 6 cents each, 24 cents	34	
		5 pounds nails, at 5 cents each, 25 cents; 4 pounds fine nails, at 6 cents each, 24 cents	49	
		1 brads	15	
		2 pounds nails	10	
		1 file, 20 cents; 2 w. w. brushes, at $1.36 each, $2.70	2 90	
		3½ pounds sash-cord, at 30 cents	1 05	
				13 78
		Total amount expended		958 81
		Amount in hands of disbursing clerk June 30, 1886		41 19
		Amount of appropriation		1,000 00

EXHIBIT G 7.—VIOLATION OF INTERCOURSE ACTS.

1885.		John T. Wallace:		
Oct. 31.		For services and expenses as special agent, Department of Justice, from October 8 to 31, 1885, as follows:		
		Twenty-four days' services, at $5 per day	$120 00	
	9.	Railroad fare from Washington, D. C., to Saint Paul	25 00	
		Sleeping car from Washington, D. C., to Saint Paul	5 00	
		Baggage to Washington depot	25	

1685.		John T. Wallace—Continued.		
Oct.	9.	City passenger railway to depot	$0 05	
	10.	Breakfast at Pittsburgh, Pa	75	
		Dinner at Crestline, Ohio	75	
		Sleeping car porter at Chicago	25	
		Omnibus to Palmer House, missed connection	50	
	11.	Palmer House bill	3 25	
		Omnibus to Chicago, Milwaukee and Saint Paul depot	50	
		Sleeping car, Chicago to Saint Paul	2 00	
		Dinner on dining car	75	
		Supper on dining car	75	
	12.	Porter on sleeping car at Saint Paul	10	
		Transfer self and baggage to hotel	50	
	18.	Three days' board and lodging for the Indian, Mah-l-gouce, explained	3 00	
	20.	Astoria Hotel bill	32 00	
		Baggage and self to Saint Paul & Brainerd depot	50	
		Railroad fare, Saint Paul to Brainerd	5 40	
		Supper in dining car	75	
	27.	August Holst's bill for feeding and transporting Indians, Mille Lac to Brainerd	18 00	
		Transportation of four Indians by rail	5 20	
		Charles Gervin's bill, lodging and meal	11 40	
		Lynch & Barston, provisions furnished Mille Lac Indians on their home trip	2 40	
		C. Cross, explained	2 00	
	30.	Telegrams United States marshal	1 00	
	31.	Villard Hotel at Brainerd	22 00	
				$264 05
Nov.	30.	For services and expenses as special agent, Department of Justice, from November 1, to 30, 1885, as follows:		
		Thirty days' services, at $5 per day	150 00	
	6.	Railroad fare, Brainerd to Saint Paul and return	9 40	
	9.	Lunch on trip to Leech Lake	1 30	
	10.	Supper, lodging, and breakfast	1 00	
		Dinner	50	
	14.	Three Indians, three days each	9 00	
	18.	Board and lodging, self and interpreter	23 25	
		Dinner	50	
	19.	Supper, lodging, and breakfast	1 00	
		Dinner at Gull Lake	50	
		Team and driver	55 00	
		Detective and interpreter	15 85	
	20.	Railroad fare, Brainerd to Saint Cloud	2 60	
		Omnibus transfer, Saint Cloud and Hinckley depot	25	
		Dinner at depot	75	
		Railroad, Saint Cloud to Mora	1 90	
	21.	One day at hotel	1 50	
		Railroad fare, Mora to Saint Cloud	1 90	
		Railroad fare, Saint Cloud to Brainerd	2 60	
		Supper on dining-car	75	
	22.	Railroad fare, Brainerd to Kimberly and return	3 45	
		Dinner and supper at Kimberly	1 00	
	30.	Villard Hotel	36 00	
		Telegram to Washington	40	
				320 40
		John T. Wallace:		
Dec.	31.	For services and expenses as special agent, Department of Justice, from December 1 to 31, 1885, as follows:		
		Thirty-one days' services, at $5 per day	155 00	
		Railroad fare from Brainerd to Saint Paul	5 40	
		Transfer baggage, hotel to depot at Brainerd	25	
	2.	Hotel, Saint Paul	6 00	
		Railroad fare, Saint Paul to Omaha	15 15	
	3.	Breakfast	75	
		Transfer, depot to hotel, Omaha (no train till 8:30 p. m.)	25	
		Hotel, 1 day, Omaha	3 00	

1885.		John T. Wallace—Continued.		
Dec.	3.	Omnibus, hotel to depot	$0 25	
		[Transportation order No. 156, Omaha to Rawlins, 709 miles on Union Pacific Railroad.]		
		Sleeping car, Omaha to Cheyenne	4 00	
	4.	Breakfast on Union Pacific Railroad	75	
		Dinner on Union Pacific Railroad	75	
		Supper	75	
	5.	Hotel, 1 day	3 00	
		Sleeping car, Cheyenne to Rawlins	2 00	
	6.	Storage, 1 day, baggage sent ahead	25	
	6.	Hotel bill at Rawlins, including lunch	6 75	
		Stage fare, Rawlins to Lander	20 00	
		Supper on stage route	50	
	8.	Breakfast on stage route	50	
		Dinner on stage route	50	
	14.	Two days, self and team and driver	8 00	
	28.	Nelson Yamde	*20 00	
	28.	Narcock, interpreter	5 00	
		Dick Warsshika, witness	6 00	
		George Louiston, witness	6 00	
	29.	Ben. F. Lowe	35 00	
		Ben. F. Lowe	41 00	
	30.	Stage fare, Lander to Rawlins	20 00	
		Dinner on stage route	50	
		Supper on stage route	50	
	31.	Breakfast on stage route	75	
		Dinner on stage route	50	
			———	$337 05
		John T. Wallace:		
		For services and expenses as special agent, Department of Justice, from January 1 to 31, 1886, inclusive, as follows:		
1886.				
Jan.	31.	31 days' services, at $5 per day	155 00	
	2.	Hotel bill at Rawlins	5 00	
		Transportation order No. 157, Rawlins to Evanston, sleeping-car	2 00	
	3.	Breakfast at Green River	75	
	8.	Stationery	45	
		Telegram	†22	
	9.	Hotel bill at Evanston	21 75	
		[Transportation order No. 158, Evanston to Cheyenne.]		
		Sleeping-car, Evanston to Cheyenne	4 00	
		Supper at Green River	75	
	10.	Breakfast at Laramie	75	
	26.	100 sheets tablet letter paper	70	
	27.	Hotel bill at Cheyenne	43 75	
		[Transportation order No. 159, Cheyenne to Rawlins.]		
	31.	Hotel bill at Rawlins	10 00	
		Sleeping, Cheyenne to Rawlins	2 00	
			———	
			247 12	
		By disallowance (for the reason that there was no receipt furnished to cover this charge, as required by order of the First Comptroller of the Treasury)	22	
			———	246 90
		John T. Wallace:		
		For services and expenses as special agent, Department of Justice, from February 1 to 28, 1886, inclusive, as follows:		
Feb.	28.	28 days' services, at $5 per day	140 00	
	8.	Telegram to general agent, Department of Justice (38 words)	‡76	

*Suspended, F. S.
†Disallowed.
‡I have mislaid the copy of this dispatch; the original is in the Department.

1886.		John T. Wallace—Continued.		
Feb.	10.	Hotel bill at Rawlins, Wyoming Territory	$25 50	
		[Transportation order No. 160, Union Pacific and Utah Northern Railways, Rawlins, Wyoming Territory, to Garrison, Montana.]		
		Sleeping-car, Rawlins to Pocatello	2 00	
	11.	Breakfast at Green River	75	
		Dinner at Montpelier	75	
		Supper at Pocatello	75	
		Sleeping-car, Pocatello to Garrison, Montana, U. P. Railroad	2 50	
	12.	Breakfast at Melrose, Montana	75	
		Dinner and supper at Garrison, N. P. junction	1 50	
		[Transportation order No. 161, Garrison to Arlee, stop-off permit for Missoula.]		
		Sleeping-car, Garrison to Missoula	2 00	
	13.	Transfer self and baggage at Missoula, depot to hotel	50	
	21.	Indian hack from Arlee station to Flathead Agency	1 00	
	25.	[Transportation order No. 165, from Arlee to Missoula.]		
		Telegram for missing mail	40	
		Reply to voucher 2	25	
	27.	Livery bill, two days to Frenchtown, one day to Fort Missoula and Bitterroot	15 00	
	28.	Hotel bill at Missoula	32 50	
		Vouchers Nos. 8, 10, 11, suspended in December account, returned for correction, $20, $6, $6	32 00	
		Notarial charge	50	
			———	$259 41
Mar.	31.	For services and expenses as special agent, Department of Justice, from March 1 to 31, 1886, inclusive, as follows:		
		Thirty-one days' services, at $5 per day	155 00	
	1.	Hotel bill at Missoula	3 00	
		[Transportation order No. 166, Missoula to Helena.]		
		Sleeping-car, Missoula to Helena	2 00	
	2.	Omnibus, depot to hotel at Helena (1½ miles)	50	
	4.	Stationery, 1 quire paper	35	
	5.	Merchants' Hotel	8 50	
	8.	Forwarding Attorney-General dispatch	40	
	13.	Cosmopolitan Hotel bill	24 00	
		Transfer self and baggage to depot (1½ miles)	1 00	
		[Transportation order No. 167, Helena to Garrison]		
		Dinner at Garrison	75	
		[Transportation order No. 169, Garrison, Mont., to Green River.]		
		Sleeping-car from Silverton, Mont., to Odgen, Utah	4 00	
		Supper at Melrose, Utah Northern Railroad	75	
	14.	Breakfast at Pocatello	75	
		Dinner at Logan, Utah	75	
	15.	Hotel at Ogden, Utah	2 50	
		Dinner at Evanston, Wyo	75	
	18.	Pacific Hotel bill, Green River, Wyoming	6 75	
		Wyoming Stage Company, Green River to Ashley, Utah	25 00	
		Dinner at stage station, road to Ashley, Utah	50	
	19.	Supper, lodging, and breakfast, 45-miles station	1 50	
		Dinner, stage station in park, foot of Diamond Mountain	50	
	20.	Supper, lodging, and breakfast, returning	2 00	
		Dinner, on return trip to Green River	50	
	24.	One package large envelopes	25	
	28.	Hotel bill, Pacific Hotel, Green River	20 00	
		[Transportation order No. 160, Green River to Cheyenne.]		
		Sleeping car, Green River to Cheyenne	2 00	
	29.	Breakfast at Laramie	75	
Apr.	4.	Pacific Hotel bill, Cheyenne	15 00	
			———	279 75

1886.		John T. Wallace:		
Apr.	5.	For services and expenses as special agent, Department of Justice, from April 1 to 30, inclusive, as follows:		
		Thirty days' services, at $5 per day	$150 00	
		Baggage, hotel to depot at Cheyenne	25	
		[Transportation order No. 183, Cheyenne to Omaha.]		
		Sleeping-car	4 00	
		Dinner on Union Pacific Railroad	75	
		Supper on Union Pacific Railroad	75	
	6.	Breakfast and dinner at Council Bluffs	1 20	
		Supper at Missouri Valley Junction	75	
		Railroad fare, Council Bluffs to Saint Paul, Minn	13 15	
		Sleeping-car, Council Bluffs to Saint Paul	2 00	
	8.	Merchant's Hotel, Saint Paul	6 00	
	12.	Villard Hotel, Brainerd	8 50	
		[Transportation order No. 184, Brainerd to Detroit.]		
	13.	Supper, lodging, and breakfast	1 50	
	15.	Hotel at White Earth Indian Agency	2 50	
		Livery to White Earth and return	12 00	
		Supper and lodging at Detroit	1 00	
	19.	[Transportation order No. 185, Detroit to Brainerd; transportation order No. 186, Brainerd to Saint Paul and return via N. P. R. R.]		
	22.	100 sheets writing paper	60	
	23.	Merchants' Hotel, Saint Paul	12 00	
		Supper on dining-car	75	
	24.	Cash paid Meh-E-Gous for meals for Indians who came to Brainerd	4 25	
		Board and lodging of Indian witness at Brainerd	11 50	
		Provisions furnished Indians on their way going back from Brainerd	3 68	
		Transportation Indian witnesses	10 00	
	26.	Hotel bill at Brainerd	12 00	
		Railroad fare, Brainerd to Saint Paul	5 40	
May	1.	Ryan Hotel bill	12 50	
			——	$277 03
		John T. Wallace:		
	31.	For services and expenses as special agent, Department of Justice, from May 1 to 31, 1886, inclusive, as follows:		
Apr.	28.	Thirty-one days' services, at $5 per day	155 00	
		Telegrams and copies not included in April account	83	
May	8.	Hotel Ryan, bill	17 50	
	26.	Hotel Ryan, bill	45 00	
	28.	Indian Meh-E-Gous	7 50	
	31.	Villard Hotel, Brainerd	10 00	
	26.	Transfer baggage, Hotel Ryan to depot, Saint Paul	25	
		Railroad fare, Saint Paul to Brainerd	5 40	
			——	241 48
		John T. Wallace:		
		For services and expenses as special agent, Department of Justice, from June 1 to 30, 1886, inclusive, as follows:		
June	30.	Thirty days' services, at $5 per day	150 00	
	2.	Telegram to United States marshal	35	
		Telegram from United States marshal	21	
	3.	Telegram from deputy	20	
	4.	Hotel bill at Brainerd, Minn	7 00	
		Baggage to depot, Brainerd, Minn	25	
		Railroad fare, Brainerd to Saint Paul	5 40	
		Transfer self and baggage at Saint Paul	50	
	6.	Extra charge on forwarded telegram	40	
	7.	Telegram to general agent	35	
	8.	Hotel Astoria	10 00	
		Railroad fare, Saint Paul to Winona	4 15	
		Supper at Hastings	50	
	10.	Hotel at Winona	3 00	

1886.		John T. Wallace—Continued.		
June	10.	Railroad fare, Winona to Saint Paul	$4 15	
	13.	Hotel bill, Saint Paul	7 50	
		Baggage to depot at Saint Paul	50	
		[Transportation order No. 187, Saint Paul to Washington, D. C.]		
		Sleeping-car, Saint Paul to Chicago	2 00	
	14.	Breakfast in dining-car	75	
		Dinner in dining-car	75	
		Sleeping-car, Chicago to Washington, D. C	5 00	
		Lunch in buffet-car	40	
	15.	Breakfast, Pittsburgh	75	
		Lunch at Harrisburg	50	
		Baggage and self in Washington	50	
		Jurat	25	
				$205 36
Total amount expended by disbursing clerk			2, 431 43	
Total amount expended by Treasury Department			464 05	
				2, 895 48
In hands of disbursing clerk June 30, 1886				118 57
In the United States Treasury June 30, 1886				1, 985 95
Amount of appropriation				5, 000 00

EXHIBIT G 8.—SUPPORT OF CONVICTS.

1885.		John S. Crocker:		
July	13.	Railroad fare for three officers, viz, James Coleman, James Woodward, and John M. Jones, going in charge of ten prisoners from Washington, D. C., to the Albany County penitentiary, at Albany, N. Y., at $7.90	23 70	
		Railroad fare, ten prisoners from Washington, D. C., to said Albany County penitentiary, at $7.90	79 00	
		Lunch at Wilmington	50	
	14.	Breakfast at Jersey City	1 10	
		Telegram from Jersey City to Albany	25	
		Lunch at Kingston	55	
		Dinners at Albany	2 00	
	15.	Steamboat fare from Albany, N. Y., to New York City, three officers, at $2.50	7 50	
		Breakfast in New York	1 45	
		Dinners in New York	2 80	
		Lunch at Wilmington	30	
		Railroad fare, for three officers from New York to Washington, at $6.50	19 50	
		Express charge on irons	95	
			139 60	
	14.	By cash received of John McEwen, superintendent of the above-mentioned penitentiary, being the amount of the railroad fare for the ten prisoners as above charged	79 00	
				60 60
Aug.	28.	Railroad fare for two officers going in charge of one prisoner from Washington, D. C., to the State prison at Concord, N. H., at $14.29	28 58	
		Railroad fare for one prisoner from Washington, D. C., to State prison at Concord, N. H	14 29	
		Supper for three at New York Harbor	2 30	
		Lunch at New Haven	30	
	29.	Breakfast for three at Worcester	2 40	
		Street cars at Concord	30	
		Dinner for two at Concord	1 75	
		Railroad and steamboat fare for two officers from Concord, N. H., to New York City	13 70	

1885.		John S. Crocker—Continued.		
Aug.	30.	Breakfast for two in New York City	$1 60	
		Dinners for two in New York City	1 75	
		Suppers for two in New York City	1 25	
		Railroad fare for two officers, New York City to Washington, D. C	13 00	
			81 22	
		By cash received of Frank S. Dodge, warden of said prison, being the amount of railroad fare for one prisoner as above charged	14 29	
				$66 93
Oct.	5.	Railroad fare for three officers, viz, Benton Russ, James Coleman, and Joseph Johnson, going in charge of ten prisoners from Washington, D. C., to the Albany County penitentiary, at Albany, N. Y., at $10.35	31 05	
		Railroad fare for ten prisoners from Washington, D. C., to said Albany County penitentiary, at $10.35	103 50	
	6.	Breakfast in New York for three	65	
		Telegram from New York to said penitentiary	25	
		Dinner at Albany for three	1 60	
		Steamboat fare from Albany to New York for three, at $2.50	7 50	
	7.	Breakfast in New York for three	80	
		Dinners in New York for three	1 20	
		Railroad fare, three officers, New York to Washington, D. C	19 50	
	7.	Express charge on irons	90	
			166 95	
	6.	By cash received of John McEwen, superintendent of above-mentioned penitentiary, being amount of railroad fare for 10 prisoners, as above charged	103 50	
				63 45
	22.	Railroad fare for three officers, viz, Benton Russ, James Woodward, and John Ward, going in charge of ten prisoners from Washington, D. C., to the Albany County Penitentiary, at Albany, N. Y., at $10.35	31 05	
		Railroad fare for ten prisoners from Washington, D. C., to said penitentiary, at $10.35	103 50	
	23.	Breakfast in New York for three	1 05	
		Telegram from New York to penitentiary	25	
		Lunch at Poughkeepsie	35	
		Dinners at Albany for three	1 30	
		Steamboat fare from Albany to New York for three officers	7 50	
	24.	Breakfast in New York for three	1 40	
		Railroad fare for three officers from New York to Washington, at $6.50	19 50	
		Dinners in Philadelphia for two	70	
		Express charge on irons	90	
			167 50	
	23.	By cash received of John McEwen, superintendent of the above-mentioned penitentiary, being amount of railroad fare for ten prisoners	103 50	
				64 00
Dec.	1.	To railroad fare for three officers, going in charge of ten prisoners from Washington, D. C., to Albany County Penitentiary, at $10.35	31 05	
		Railroad fare for ten prisoners from Washington, D. C., to said Albany Penitentiary, at $10.35	103 50	
		Lunch at Wilmington	40	
	2.	Breakfast in New York for two	1 25	
		Lunch at Poughkeepsie for one	33	
		Telegram from New York to Albany	25	
		Dinner at Albany for three	1 65	

1885.		John S. Crocker—Continued.		
Dec.	2.	Railroad fare, one officer, Albany to Washington	$9 60	
		Railroad fare, two officers, Albany to New York	8 20	
	3.	Lodging, two officers, New York, $2; breakfast, New York, for three, $1.90	3 90	
		Lunch, Jersey City	25	
		Railroad fare, two officers, New York to Washington	13 00	
		Express charge on irons	95	
			174 33	
		By cash, superintendent of penitentiary, railroad fare, ten prisoners	103 50	
				$70 83
1886.		John S. Crocker:		
Feb.	11.	Railroad fare for three officers, viz, Benton Russ, James Woodward, and H. A. Olcutt, going in charge of six prisoners from Washington, D. C., to the Albany County Penitentiary, at Albany, N. Y., at $10.35	31 05	
		Railroad fare for six prisoners from Washington, D. C., to said Albany County Penitentiary, at $10.35	62 10	
	12.	Lunch at Wilmington	35	
		Telegram from New York to Albany (20 words)	25	
		Breakfast in New York for three	1 85	
		Dinner in Albany for three	1 55	
		Lodging and breakfast in Albany for one	1 25	
		Railroad fare from Albany, N. Y., to Washington, D. C., for three officers, at $10.35	31 05	
		Lodging in New York for two	2 00	
	13.	Breakfast in New York for two	1 65	
		Express charge on irons	80	
			133 90	
	12.	By cash received from John McEwen, superintendent of the above-named penitentiary, being the amount of railroad fare for six prisoners, as above charged	62 10	
				71 80
		John S. Crocker:		
Apr.	15.	Railroad fare for three officers, viz, Benton Russ, C. H. Peters, E. J. Duvall, going in charge of eight prisoners from Washington, D. C., to the Albany County Penitentiary at Albany, N. Y., at $10.35	31 05	
	15.	Railroad fare for eight prisoners from Washington, D. C., to said Albany County Penitentiary, at $10,35	82 80	
	16.	Breakfast in New York for two	60	
		Lunch at Poughkeepsie for one	40	
		Dinner at Albany for three	1 35	
		Steamboat fare, from Albany to New York for three officers, at $2.50	7 50	
	17.	Breakfast in New York for three	1 00	
		Railroad fare, New York to Washington, three officers, at $6.50	19 50	
		Express charge on irons	80	
			145 00	
	16.	By cash received of John McEwen, superintendent of the above-named penitentiary, being the amount of railroad fare for the eight prisoners, as above charged	82 80	
				62 20
		John S. Crocker:		
May	24.	Railroad fare for three officers, viz, Benton Russ, John M. Jones, and William Hill, going in charge of eight prisoners from Washington, D. C., to the Albany County Penitentiary, to Albany, N. Y., at $10.35	31 05	
		Railroad fare for eight prisoners from Washington, D. C., to said Albany County Penitentiary, at $10.35	82 80	
	25.	Breakfast in New York for three	1 40	
		Telegram from New York to Albany	17	

1886.	John S. Crocker—Continued.			
May 25.	Dinner in Albany for three		$1 80	
	Steamboat fare from Albany to New York, for three officers, $2.50		7 50	
26.	Breakfast in New York for three		1 90	
	Railroad fare, New York to Washington, for three officers, $6.50		19 50	
	Express charge on irons		80	
			146 92	
25.	By cash received of John McEwen, superintendent of the above-named penitentiary, being the amount above charged for railroad fare for eight prisoners	82 80		
				$64 12
	John S. Crocker:			
June 17.	Railroad fare for three officers going in charge of ten prisoners from Washington, D. C., to Albany County Penitentiary, at Albany, N. Y., $10.35 each		31 05	
	Railroad fare for ten prisoners from Washington, D. C., to said Albany County Penitentiary, at $10.35		103 50	
18.	Breakfast in New York for two		85	
	Dinner in Albany for three		2 00	
	Steamboat fare, Albany to New York, for three officers, at $2.50		7 50	
19.	Breakfast in New York for three		1 20	
	Dinner in New York		1 25	
	Railroad fare, New York to Washington, D. C., for three officers, at $6.50		19 50	
	Express charge on irons		85	
			167 70	
18.	By cash received from John McEwen, superintendent of the above-named penitentiary, being amount of railroad fare for ten prisoners, as above charged	103 50		
				64 20
	Total amount expended by disbursing clerk		588 13	
	Total amount expended by Treasury Department		147 96	
				736 09
	In hands of disbursing clerk, June 30, 1886			111 87
	In the United States Treasury, June 30, 1886			7,152 04
	Amount of appropriation			8,000 00

EXHIBIT G 9.—CONTINGENT EXPENSES, DEPARTMENT OF JUSTICE.

Furniture and Repairs.

1885.	M. J. Wine:		
July 14.	1 Files cabinet, No. 563		43 00
	Charles A. Bruff:		
10.	Repairing hat-rack	2 50	
11.	Repairing two chairs	3 25	
	Repairing 2 locks and fitting 4 keys	1 85	
	Furnishing and putting on 2 locks	2 75	
	Opening desk and fitting 4 keys	2 50	
18.	Upholstering sofa in new silk	16 00	
20.	Upholstering sofa in imitation leather	12 50	
			41 35
	W. H. Jenner:		
2.	1 Gates adjustable table No. 2		16 00

1885.		Charles A. Bruff:		
July	27.	Making and hanging door	$5 25	
		Two plates and varnishing door	2 25	
		Repairing door and lock	1 25	
	28.	Fitting key and furnishing keeper	1 25	
		Repairing desk and one pair brass hinges	1 00	
		Repairing one chair	75	
		Repairing 1 chair and 2 castors	1 25	
	29.	Repairing 1 chair and 2 castors	75	
				$13 75
		James B. Lambie:		
	8.	½ dozen brass cupboard hooks	08	
	11.	6 blank keys	82	
	13.	1 pair hinges	35	
		6½ dozen screws, assorted	53	
	31.	1 pair spring hinges	2 00	
				3 78
		Charles A. Bruff:		
Aug.	29.	For repairing book-case and furnishing 1 light of glass, 16 by 38	1 25	
		Furnishing 1 elevator door-lock, at $2.25, and repairing door	3 25	
Sept.	1.	Furnishing and putting on 3 locks on desk drawer	3 00	
		Repairing and putting on 1 lock	75	
		Reseating 1 chair	75	
				9 00
Aug.	3.	For furnishing 2 standard locks and putting them on	3 50	
	4.	Rehanging screen door	1 00	
		Two Silver Lake sash-cords	1 50	
	5.	Repairing, covering, cleaning and varnishing 1 double desk	10 00	
		Reseating chair	1 10	
	6.	Reupholstering lounge	10 00	
	12.	Repairing chair (seat and leg)	1 85	
		Picking locks; opening desk and fitting key	1 75	
	16.	Furnishing and putting on 1 Yale lock to desk door	2 00	
		Furnishing and putting on 2 tumbler locks and repairing desk	2 75	
		Repairing chair and making cushion	3 50	
	27.	Repairing 2 elevator doors and furnishing 2 pulleys	3 70	
	28.	Repairing 30 windows and cords	24 50	
				67 15
		R. P. Janney:		
Sept.	25.	One file-case, $5.77, as ordered by chief clerk for room of assistant attorney (3d floor, No. 7)		90 00
		Charles A. Bruff:		
	5.	Repairing and reseating 2 chairs	1 55	
		Repairing 2 curtains	85	
	9.	Repairing, varnishing, and recovering 1 desk	10 50	
	12.	Repairing and recovering 4 chairs and 4 yards imitation leather	15 25	
		Repairing desk drawer and furnishing lock	1 75	
	13.	Furnishing 13 yards of Holland and making 4 shades	7 50	
	19.	Repairing 1 chair, furnishing spider and nut, and expressage for the same	5 75	
	20.	Repairing and re-lining 6 lambrequins and cleaning same	11 00	
	22.	Repairing 2 windows	1 50	
		Repairing 1 chair.	50	
		Making base, &c., for standing-desk	25 00	
		Repairing desk and 4 locks, made alike	6 00	
				87 15
		W. B. Moses & Son:		
Aug.	10.	1 revolving book-case		20 00

1885.		Charles A. Bruff:		
Oct.	10.	Furnishing 12 tin rollers, remounting 23 maps, &c	$19 50	
		Scraping, recovering, and repairing, and varnishing double desk and furnishing casters	21 60	
	13.	Altering pigeon-holes in file-case	1 25	
		Repairing desk and furnishing 8 duplicate locks	11 25	
		Repairing table-drawers and furnishing 2 duplicate locks	2 50	
	14.	Repairing 2 windows with Silver Lake sash-cords	1 50	
	15.	Door off hinges	75	
		Repairing door	50	
	18.	Repairing chair, new leg, &c	3 00	
		Re-seating chair	65	
	25.	Re-caning chair	1 25	
		Making, glazing, and painting 2 storm-windows	30 00	
	27.	Glazing, repairing, and painting 7 storm-windows, and cleaning glass, &c	16 00	
				$109 75
		Charles A. Bruff:		
Nov.	8.	Furnishing and putting on 2 tumbler locks	2 25	
		Furnishing set of patent casters and repairing revolving book-case	2 75	
		Repairing chair	1 65	
		Putting up 4 storm windows and taking down awnings	3 50	
	17.	Putting weather-strip on door	2 25	
		Furnishing and putting on 1 Yale night-latch	3 25	
	27.	Lining, repairing, cleaning, and putting up lambrequins and cornices	13 00	
		Furnishing plate-glass ¼ thick, 36x36, and repairing and varnishing screen	16 50	
		Repairing desk, opening drawer, and fitting key	1 75	
		Putting in 2 Silver Lake sash-cords	1 50	
		Repairing chair and 2 casters	85	
				49 25
Dec.	15.	Making and putting shelving in room occupied by Henry Hodges and others, on second floor Department of Justice		32 00
	3.	Repairing upholstered chair	1 75	
		Repairing chair and furnishing spider and nut	3 75	
		Repairing chair and furnishing new leg and nut	2 80	
		Putting on 22 feet weather-strip	2 25	
	4.	Repairing chair and furnishing 2 socket-casters	1 85	
		Repairing file-case	1 75	
	5.	Repairing type-writer stand	30	
		Repairing drawer and desk	2 00	
		Taking down awnings and fitting up 5 storm-windows	5 00	
	17.	Repairing chair	1 25	
		Repairing chair	75	
		Repairing chair	30	
		Repairing drawer and putting on spring lock	2 85	
	18.	Fitting 8 Yale-lock keys	5 00	
		Repairing chairs and furnishing set of Yale casters	2 25	
				32 85
1886.				
Jan.	4.	Repairing three desks and furnishing casters, knobs, &c	3 85	
		Repairing desk-drawers	75	
		Repairing wardrobe and set of casters	1 35	
		Repairing chair and two casters	50	
		Repairing type-writer stand	45	
	5.	Wardrobe set of patent casters	4 50	
		Repairing desk-drawer and making side and bottom	1 25	
	15.	Making two cushions, imitation of leather	5 00	
		Making over chair-seat in imitation of leather, and two casters	3 25	
		Repairing desk-drawer	25	
		Re-upholstering one chair and furnishing cord, &c	4 50	
	19.	Re-upholstering one chair and furnishing cord, &c	1 75	

1886.		Charles A. Bruff—Continued.		
Jan.	20.	Re-upholstering two arm-chairs	$3 50	
		Re-upholstering sofa	2 75	
		Repairing two revolving chairs and new screen	5 00	
		Re-covering desk and re-ebonizingthe same	21 75	
		Repairing and re-seating two chairs, $1.40; 6 blocks, 50 cents	1 90	
	21.	Desk and case, five pieces of walnut	1 50	
		Table and four pulls, 75 cents; wash-stand door and knob, 25 cents	1 00	
		Furnishing 22 feet walnut and 6 feet of pine	4 20	
		Hinges, &c	50	
		Making front for wash-basin	5 50	
		Two taps for chair-bolts, 35 cents; hook for window, 25 cents	60	
				$75 60
	26.	Repairing revolving chair and furnishing nut and caster	2 55	
		Repairing door and furnishing bolt	1 00	
		Repairing chair and furnishing 2 casters	50	
		Repairing chair, re-upholstering seat in imitation leather	3 00	
		Repairing wash-stand door	50	
		Repairing and re-seating 3 chairs	2 25	
		Repairing desk-drawers	1 25	
		Repairing desk-drawers and furnishing 3 Standard locks	3 75	
		Repairing desk and putting on 3 lock-keepers	1 25	
		Repairing revolving chairs and furnishing spider and nut	3 25	
		Repairing revolving chair and furnishing new leg and casters	2 25	
		Repairing and re-seating one chair	60	
		Making walnut top for book-rest	2 75	
		Repairing revolving chair, casters, &c	1 25	
		Fitting key and putting handles on desk-drawer	1 00	
				27 15
1885.		James B. Lambie:		
Aug.	21.	1 blank key, 8 cents; (26) 1 pound white glue, 40 cents: ½ pound brads, 10 cents	58	
	26.	1 blank key, 8 cents; (29) ¼ dozen R. H. screws, 13 cents	21	
	29.	2 stove-bolts, 10 cents; (31) 2 R. H. blue screws, 5 cents	15	
Sept.	7.	1 lock-keeper, 15 cents; (18) 1 bolt, 10 cents	25	
	14.	4 door keys, 80 cents; (15) 1 brass blank, 15 cents	95	
	19.	1 blank key, 25 cents; 2 ounces brads, 5 cents	30	
	21.	1 brass spring catch and screws	35	
	22.	1 bolt and screw, 33 cents; (28) ½ dozen blanks, 75 cents	1 08	
Oct.	22.	1 box tacks, 15 cents; two blank keys, 30 cents	45	
	29.	1 paper tacks, 15 cents; (31) blank keys, 15; 1 Ward lock, 75 cents	1 05	
Dec.	10.	3 blank keys, 45 cents; (16) 1 dozen knob screws, 10 cents	55	
		4 Yale blanks, 15 cents	60	
				6 52
		Charles A. Bruff:		
Mar.	16.	Furnishing and putting on Yale night latch	3 50	
		Putting rack and hooks	1 25	
		Re-seating one revolving chair	75	
		Re-covering seat of chair	1 25	
	18.	Repairing elevator door and furnishing set of rollers	7 50	
		Revolving chair	1 00	
	22.	Repairing desk drawers and fitting two keys	1 50	
		Repairing lounge, 1 caster	75	
				17 50
1886.		Charles A. Bruff & Co.:		
Apr.	12.	Caning and repairing chairs	4 75	
		Re-seating and repairing revolving chair	1 25	
	13.	Re-seating and repairing chair	1 25	
		Repairing set of casters for chair	1 10	
		New seat in large arm-chair	2 25	
		Repairing desk	1 75	

1886.		Charles A. Bruff & Co.—Continued.		
Apr.	14.	Making partitions in drawers	$0 50	
		Repairing door	25	
		Repairing door	50	
	17.	1 book-case	45 00	
		Curtains for case	10 00	
		Brass pole, ends, rings, and hooks	3 25	
		1 walnut step-ladder	10 00	
		Repairs and new perforated back in chair	1 75	
		Upholstering seat in leather in walnut revolving chair	5 50	
	21.	Repairs and 2 new casters in chair	1 25	
	22.	Repairs and perforated seat in chair	1 25	
				$91 60
		R. P. Janney:		
May	5.	One file case		57 00
		Charles A. Bruff & Co.:		
Apr.	27.	Repairing case and cornice	6 50	
		Repairing case	2 75	
	28.	Repairing revolving case	75	
		Repairing hat rack and two new pins	1 45	
	29.	One brass bolt	75	
		Repairing desk and drawers	2 25	
		Putting partition in desk drawers	75	
		Repairing book-case and set casters	2 00	
		Two-and-a-half yards Scotch hollands for shades	2 00	
	30.	Four feet 6 inches of tin roller for shades	1 10	
		Fixtures for shade	50	
		Making and hanging shade	50	
		Repairing door and brass keeper	75	
May	4.	Repairing revolving chair	75	
		Repairing revolving chair	1 75	
	6.	Repairing chair	25	
		Repairing and re-covering chair	1 50	
	7.	Repairing lock on desk	25	
				26 55
1885.		W. H. Hoeke:		
Dec.	30.	Two office chairs, at $6		12 00
		Charles A. Braff & Co.:		
	17.	Repairing two chairs, furnishing spider and nut	3 50	
	18.	Repairing desk and putting on two Yale locks	6 50	
	22.	Repairing desk and doors	4 50	
		Repairing window, furnishing cord and pulleys	3 50	
	25.	Repairing fire-board	75	
		Repairing door, &c	1 25	
		Repairing door	50	
	26.	Repairing drawer and furnishing lock	2 00	
		Repairing chair and self-locking casters	1 50	
1886.				
June	5.	Repairing chair casters	75	
	8.	Making two window screens	8 00	
		Repairing, resewing, and furnishing leather, nails, gimp, &c., for 13 chairs	18 00	
	9.	Furnishing roller and hanging map	3 00	
	10.	Repairing and sewing two chairs	5 25	
	11.	Repairing lock and fitting two keys	75	
		Repairing chair and two sofas, furnishing gimp, leather, nails, &c	9 25	
	12.	Repairing sofa	50	
		Hanging screen door	50	
				70 00
		Total amount expended		998 95
		In hands of disbursing clerk June 30, 1886		1 05
		Amount of appropriation		1,000 00

BOOKS FOR DEPARTMENT LIBRARY.

1885.	John L. Ginck:		
July 1.	One copy of Washington Law Reporter from July 1, 1885, to June 30, 1886		$3 00
	Carswell & Company:		
2.	Canada Supreme Court Reports, volumes 6 and 7, (half calf)	$10 00	
	Ontario Reports, volume 6 (half calf)	5 00	
	Chancery Chambers, volume 4 (half calf)	3 00	
	Hodgkin's Election Reports (half calf)	6 00	
	Postage for delivery	70	
6.	New Brunswick Reports, volume 23, and postage	7 15	
7.	Patrick's Election Cases, and postage	3 05	
8.	Canada Supreme Court, volume 9 (half calf)	5 15	
23.	Canada Supreme Court, volume 8 (half calf)	5 15	
			45 20
	E. P. Rider:		
11.	The Earth and Its Inhabitants, Asia, volume 4		7 00
29.	Volumes 1 and 2 McMaster's History of the People of the United States		5 00
	Little, Brown & Co.:		
10.	1 Parkman's Frontenac	1 75	
	1 Parkman's Montcalm, 2 volumes	3 50	
	1 Bonner's Collected Cases, volume 1	6 00	
	1 Lacy's Rej. Digest, volume 2	8 00	
	1 Lowell's Transfer of Stock	3 00	
	1 Reed's Stat. Frauds, 3 volumes	15 00	
	1 Rapalye's Contempts	3 50	
	1 Rorer's R. R., 2 volumes	10 50	
	1 Maple's Attachments	5 25	
	1 Drake's Attachments	5 00	
10.	1 Best Right to Begin and Reply	1 00	
	1 Church. Habeas Corpus	6 00	
	1 Hall's Mexican Law	6 50	
	1 Bradwell's Illinois Reports, vols. 13, 14, and 15	10 50	
	1 Massachusetts Digest Supplement	2 00	
	1 New York Criminal Reports, vols. 1 and 2	10 00	
	1 Cowen's Criminal Reports, 2 volumes	10 00	
	1 Brown's New York Index Digest	5 50	
	1 Lea's Tennessee Reports, vols. 11, 12, and 13	10 50	
	1 New York Appendix Reports, vols. 94, 95, and 96	3 75	
	1 Calhoon's Works, vol. 4	2 50	
	1 Spark's Washington, vol. 3	2 50	
	1 Piggott's Judgments	7 50	
	1 Slater's Copyright	4 50	
	1 Terrell's Patents	5 00	
	1 Memoirs of J. Q. Adams, vol. 3	3 75	
	1 Motley's United Netherlands, vols. 3 and 4	5 50	
	1 Carlyle's Frederick the Great, vol. 3	1 00	
	1 Grote's Greece, vols. 1 and 2	2 50	
	1 Kinglake's Crimea, vol. 4	1 50	
	1 Stanhope's Queen Anne, vol. 1	1 50	
	1 Lawson's Expert Evidence	5 50	
	1 Wait's Fraud Conveyances	5 25	
	1 Spaulding's Public Lands	5 00	
	1 Statute Frauds	6 50	
	1 Thatcher's District Court Practice	5 00	
	1 Lower California Reports, 2, 15, 16, 30	30 00	
	1 Louisiana Annual Reports, 35	13 50	
	1 Prideaux Pree Conveyancing, 20	17 50	
	1 Seton's Decrees, English Edition 30	22 50	
	1 Porter's Insurance	5 25	
	1 Bishop's Directions and Forms	5 00	
	1 Hume's England, vol. 5	75	

1885.		Little, Brown & Co.—Continued.		
July	1.	1 Macaulay's Essays, vol. 3	$0 88	
		1 Spark's Washington, vol. 2, large pp	2 75	
		1 Prescott's Philip II, vol. 1	1 75	
		1 Arkansas Reports, vol. 40	3 00	
		1 Georgia Reports, vols. 69, 70, 71	15 00	
		1 Long's Illinois Index Digest	10 00	
		1 Manning's Louisiana Cases	6 00	
		1 Jacob's Michigan Digest, vol. 2	3 50	
		1 New Jersey Equity Reports, vol. 38	3 50	
		1 Hartshorn's New Jersey Index Digest	10 00	
		1 New York Court of Appeal Reports, vol. 97	1 50	
		1 New York Supreme Court Reports, vol. 41	3 50	
		1 Texas Appeal of Civil Cases, vol. 1	6 50	
		1 Bedinger's West Virginia Digest	6 00	
		1 Lawen's Presumptive Evidence	6 00	
		1 Daniel's Forms in Chancery	12 00	
		1 Smith's Administrative Practice	3 15	
		1 Supreme Court of Illinois Annotated Statute, vol. 2	6 00	
			———	$392 78
		W. F. Essick:		
Aug.	3.	The Encyclopædic Dictionary, vol. 4, part 2		3 00
		W. E. Mann:		
	13.	The Annual Cyclopaedia, 1884, new series, vol. 9		6 00
		William H. Morrison:		
	21.	Poor's Manual	4 89	
		Ohio Reports, 39, 40	6 50	
		Connecticut Reports, 51	3 50	
		Indiana, 97, 98	8 00	
		Oregon, 11	6 00	
		Maryland, 62	4 50	
		Desty's Federal Citations	5 50	
		Virginia, 78	2 80	
		Law Review, June	1 00	
		Virginia, 77	5 50	
		Abbott's National Digest, vol. 3	6 50	
		United States Digest, vol. 15	6 00	
		Blatchford's, vol. 22	6 00	
		Illinois, 109	3 00	
		New York Hun., 35	3 50	
		Encyclopædia, 19	8 00	
		Speeches of Jere Black	3 75	
		Law Review, August	1 00	
			———	85 85
		Charles C. Potts:		
Oct.	8.	Three Decades of Federal Legislation, by S. S. Cox		5 50
		Frank Rivers:		
Dec.	21.	1 copy of vol. 1, Personal Memoirs of U. S. Grant		4 50
1886.		E. P. Rider:		
Jan.	13.	The Earth and its Inhabitants, Africa, vol. 1		7 00
		Banks & Brother:		
	1.	1 Dicey's Parties to Actions		5 50
1885.		Stevens & Haynes:		
July	19.	Revised Statutes, vols. 16 and 17 (calf)	$9 90	
		Irish Reports, vols. 13 and 14 (calf)	17 82	
		Preparation of ins. and packing case	94	
Dec.	1.	Law Magazine, February, May, August, and November quarters	5 76	
	21.	Revised Statutes, vol. 18 (calf)	4 86	
		Preparation of case and ins	38	
			———	39 66
1886.		V. G. Fischer:		
Feb.	19.	1 Spofford's Almanac, 1886		1 50

1886.				
		H. M. Howell:		
Mar.	17.	Twenty Years of Congress, vol. 2, one copy	$4 75	
		W. F. Essick:		
Apr.	2.	The Encyclopaedic Dictionary, vol. 5, part 1	3 00	
		G. A. Whittaker:		
Mar.	3.	1 year's subscription to North American Review, from July 1, 1885, to June 30, 1886	5 00	
		J. O. Ryer:		
May	27.	Personal Memoirs of U. S. Grant, vol. 2, 1 copy, sheep	4 50	
		M. E. Mann:		
	29.	The Annual Cyclopædia, 1885, new series, vol. 10, 1 copy	6 00	
		B. Westermann & Co.:		
June	8.	1 Revue de Droit International, 1886	$4 40	
		1 Vertelzahresschift Gesetzgebung	4 00	
		1 Centralblatt für Rechtswissenschaft	3 60	
			———	12 00
		D. B. Canfield & Co:		
	12.	Subscription to American Law Register for the year commencing January 1, 1886, and ending December 31, 1886, to Vol. XXII	5 00	
		New series of same publication	5 00	
			———	10 00
		T. & J. W. Johnson & Co.:		
	9.	1 Pennsylvania State Report, vols. 105 and 106	4 00	
		1 Pennypacker's Report, vol. 3	3 50	
		1 Woodward's Decisions, 2 vols	7 00	
		2 Danforth's Index Digest	12 00	
		1 Jefferson's Complete Works, vol. 8	2 00	
			———	28 50
		Little, Brown & Co.:		
	1.	1 Railway and Canal Traffic, vol. 4, pp	12 00	
		1 Dante's Patent Cases	9 00	
		1 MacRoy's Patent Cases	6 00	
		1 Goodeve's Patent Cases	8 00	
		1 Law Quarterly Review, 1885, 4 parts	2 75	
		1 Bittlerton's Chamber Cases, 1883–'84	3 75	
		1 Arkansas Reports, vols. 41 to 44	14 00	
		1 Florida Reports, vols. 19 and 20	13 00	
		1 Bradwell's Illinois Reports, vol. 16	3 00	
		1 Kentucky Reports, vol. 84	4 75	
		1 Louisiana Annual Reports, vol. 36	11 00	
		1 Minnesota Reports, vols. 31 and 32	5 00	
		1 Nebraska Reports, vols. 15 and 16	5 00	
		1 Montana Reports, vol. 5	6 00	
		1 New Jersey Law Reports, vol. 46	3 50	
		1 New Jersey Equity Reports, vol. 39	3 50	
		1 United States Appeals Reports, vol. 98	1 50	
		1 United States Supreme Court Reports, vol. 43	3 00	
		1 United States Civil Practice Reports, vol. 7	4 00	
		1 Howard's Practice Reports, vols. 66 and 67	4 00	
		1 Howard's Practice Reports, United States, vol. 1	3 50	
		1 Ohio State Reports, vols. 41 and 42	5 00	
		1 Texas Appeal Civil Cases, vol. 2	7 50	
		1 Wyoming Reports, vol. 2	4 50	
		1 Henry's Admiralty	5 00	
		1 Scheuber's Personal Property, two vols.	10 00	
		1 S. & B. Ldg. Cases Real Property, vol. 2	6 50	
		1 Gray's Telegraphs	3 00	
		1 Washburn's Easements	6 00	
		1 Preble's Patent Index	6 00	
		1 Digest Federal Reporter, vols. 1 to 20	8 00	
		1 Kentucky General Statutes	8 00	
		1 Cababé & Ellis, vol. 1, 4 parts	8 00	
		1 Law Quarterly Review, 1886	2 75	
			———	206 50

1885.		Carswell & Co.:		
Oct.	9.	Ontario Reports, vol. 7, and postage	$5 15	
Nov.	20.	Appeal Reports, vol. 7, and postage	5 15	
1886.				
Jan.	6.	Subscription Canadian Law Times, vol. 6	5 00	
	28.	Russell & Geldert, vol. 5, and postage	6 10	
Mar.	19.	Supreme Court Reports, vol. 10, and postage	5 15	
	30.	Foran's Civil Code, and postage	7 65	
May	15.	Appeal Reports, vol. 11, and postage	5 15	
	18.	Ontario Reports, vol. 5, and postage	5 15	
				$44 50
		Historical Publication Company:		
June	9.	Nos. 1, 2, and 3 of Vol. X. Nos. 4, 5, and 16 of Vol. XII, and for Vols., XIII, XIV, and XV of the Magazine of American History		10 00
		Houghton, Mifflin & Co.:		
	12.	Subscription to the Reporter, Vols. 20 and 21, from July, 1885, to June, 1886, inclusive		10 00
1885.		Charles C. Soulé:		
Dec.	21.	Wood on Railroads, 3 volumes	$15 00	
1886.				
Apr.	15.	Stimson's American Statute Law	6 50	
				21 50
		Robert Beall:		
Mar.	26.	1 Statesman's Year Book, 1886		3 00
		J. H. Hickcox:		
June	15.	Subscription to Monthly Catalogue of Government Publications, 1885 to 1886 (July, 1885, to June, 1886, inclusive)		2 00
Total amount expended				982 74
In hands of disbursing clerk June 30, 1886				17 26
Amount of appropriation				1,000 00

Books for Office of Solicitor.

1885.		R. D. Hopkins:		
July	13.	1 copy of National Capital, Past and Present		5 00
		George Cartner:		
	6.	4 vols. Bryant's History of the United States, at $7.50		30 00
		William H. Morrison:		
	1.	Federal Reporter, No. 3, vol. 20	$0 50	
	3.	California, vol. 64	4 00	
		Maine, vol. 76	4 50	
		Michigan, vol. 52	3 50	
		Wisconsin, vol. 60	3 00	
	5.	Alabama, vol. 74	4 50	
	9.	Massachusetts, vol. 137	3 25	
	12.	New York Reports, vols. 94, 95, 96, 97, $1.50	6 00	
		Maryland, vol. 62	4 50	
		Blatchford's, vol. 22	6 00	
	23.	Illinois, vol. 109	3 00	
	29.	Hume, New York, vol. 35	3 50	
				46 25
		M. E. Mann:		
Aug.	12.	Vol. 9 Annual Cyclopædia (half mo.)	7 00	
		Vols. 4, 5, and 6, Bancroft's History of the United States, $3.50 (sheep)	10 50	
				17 50
		Robert Beall:		
July	22.	Vol. 19, Encyclopædia, Britannica, half Russia		10 00

1885.		W. H. Morrison:		
Aug.	5.	Abbott's National Digest, 3 vols., $6.50	$19 50	
	10.	Shakespeare	3 25	
		Bible	1 40	
	12.	New York citations	7 50	
		New York Court of Appeals Digest	5 50	
		New York Report, vol. 98	1 50	
	31.	Digest of Massachusetts Reports	6 50	
Sept.	2.	Iowa Report, vol. 63	4 25	
		Jones & Spencer, New York Supreme Court Reports, vol. 19	6 00	
	5.	Wisconsin Reports, vol. 61	3 00	
	11.	Missouri Reports, vols. 80 and 81, $3.75	7 50	
	23.	Alabama Reports, vol. 75	4 50	
	29.	Indiana Reports, vols. 99 and 100, at $4	8 00	
				$78 40
Oct.	5.	Michigan Reports, vols. 53	3 50	
	9.	Murfrie on Official Bonds	5 50	
	12.	MacArthur's Patent Cases, vol. 1	10 00	
		Wisconsin, vol. 62	3 00	
	21.	Illinois, vol. 110	3 00	
				25 00
		James Anglim & Co.:		
Nov.	27.	Catalogue of Government Publications, quarto		5 00
		Robert Beall:		
	12.	Copy of Worcester's quarto dictionary		10 00
		W. C. & F. P. Church:		
July	1.	One year's subscription to Internal Revenue Record, ending June 30, 1886		5 00
		John F. Paret:		
Oct.	23.	1 Mark Twain scrap-book		1 35
		W. H. Morrison:		
Nov.	10.	Mississippi Reports, 62	6 00	
	11.	Poems of the Law	1 50	
	16.	Massachusetts Reports, 138	3 25	
Dec.	3.	California, 65	3 75	
	9.	Maine, 75	4 50	
	11.	Alabama, 76	4 50	
	15.	Abbott's National Digest, vol. 4	6 50	
	19.	Vermont, 52, 55, 56, 57, at $4	16 00	
		Indiana, 93, 94, 95, 96, 97, 101, at $4	24 00	
		Texas, 51 to 58, inclusive, 62 and 63, at $5	50 00	
		Kentucky (Rodman) 79, 80, 81, at $4.65	13 95	
		Kentucky (Dana), vol. 4	8 00	
		Kansas, 29, 30, 31, 32, at $3.75	15 00	
		New York Court of Appeals, 99	1 50	
	23.	Digest of United States Reports	5 00	
	26.	Kansas, 24, 25, 26, 27, 28, at $3.75	18 75	
		Georgia, 64 to 71, inclusive, at $6	48 00	
	29.	Maryland, 63	4 50	
				234 70
1886.		Griffing & Howell:		
Mar.	17.	Vol. 2, Twenty Years of Congress, by James G. Blaine, per subscription by K. Raynor		4 75
		Robert Beall:		
Feb.	3.	1 American Almanac, 1886	1 50	
Mar.	25.	1 Statesman's Year Book, 1886	3 00	
Apr.	20.	1 Encyclopædia Britannica, vol. 20 (half Russia)	10 00	
				14 50
		M. E. Mann:		
	19.	Appleton's Annual Cyclopædia, vol. 10, for 1885		7 00

1886.	W. H. Morrison:		
June 19.	Connecticut Reports, vol. 52	$3 30	
	Pennsylvania Reports, vol. 107	2 25	
			$5 55
Total amount expended			500 00
Amount of appropriation			500 00

STATIONERY.

1885.	John F. Paret:		
July 1.	1 cap cyclostyle	12 00	
	14 reams flat linen, at $3.50	49 00	
			61 00
	William Ballantyne & Son:		
10.	6 rubber pen-holders, at 16 cents	96	
	6 rubber pen-holders, at 20 cents	1 20	
	1 gross Esterbrook pens	60	
	1 ink-stand	1 75	
	1 ink-stand	1 00	
	1 ink-stand	60	
	1 ream bond note, No. 25	14 00	
			20 11
	V. G. Fischer:		
10.	6 bottles Knapp's violet ink, at 25 cents	1 50	
	8 reams Crane's bond note-paper, at $2.45	19 60	
	2 reams Crane's bond letter-paper, at $4.85	9 70	
	2,000 Crane's bond envelopes, at $7	14 00	
			44 80
	C. Mahon:		
30.	1 dozen glazing pencils		2 50
	J. Bradley Adams:		
6.	1 sheet parchment	75	
	1 roll ribbon	25	
20.	1 ream heavy manila paper	9 60	
	2,000 No. 10 envelopes	8 00	
21.	1 ream manila copy-paper	1 75	
Aug. 1.	2 rolls silk tape	50	
			20 85
	V. G. Fischer:		
1.	1 glass ink-stand		2 00
	James J. Chapman:		
July 9.	1 ream bond commercial note	3 50	
	500 bond envelopes	4 00	
	1 dozen Faber's hexagon pencils	60	
	1 gross Gillott's No. 404 pens	62	
10.	5 reams 10-pound flat, letter, laid, at $1.88	9 40	
			18 12
	Brentano Brothers:		
13.	1 quart Iron 4 ink	1 00	
			1 00
	V. G. Fischer:		
Aug. 13.	1 dozen packet-note tablets	85	
19.	500 blank cards	1 75	
			2 60
	John F. Paret:		
Sept. 12.	12 reams 14-pound, legal, at $2.06	24 72	
	1½ reams blotting	24 00	
	2 reams 7-pound note, at $1.25	2 50	
	8 reams 30 by 40 manila, at $5.40	43 20	
	5 reams 12-pound flat letter, at $1.30	6 50	
14.	¼ dozen quarts ink, at $3.78	95	
	1 ream linen legal, ruled to order	3 75	
			105 62

1885.		Ballantyne and Son:		
July 31.		¼ dozen quarts Arnold's fluid, at $4.80	$1 20	
		¼ dozen quarts mucilage, at $6 75	1 69	
				$2 89
		John F. Paret:		
Sept. 19.		2 boxes Gillott's pens, No. 404, at 44 cents	88	
		2 boxes Esterbrook's Falcon pens, at 45 cents	90	
		2 boxes Dreka pens, No. 3, at 74 cents	1 48	
		2 boxes Spencerian pens, No. 2, at 88 cents	1 76	
		3 dozen pyramid pins, at 75 cents	2 25	
		1 dozen shears, 10-inch	7 00	
		2 dozen erasers, at $3.75	7 50	
		3 dozen rubber holders, at $1.25	3 75	
		1 dozen office scratch-blocks, No. 4070	3 50	
		3 dozen balls twine	5 40	
		1 dozen G. P. rulers	1 75	
		7/12 dozen wood rulers, 12 inches, at $1	59	
		1 dozen wood rulers, 18 inches	1 50	
		4/12 dozen wood rulers, 24 inches, at $2	66	
		6 dozen metal clips at 52½ cents	3 15	
		1 dozen boxes seals	65	
		1 dozen boxes notarial seals	72	
		1 dozen pen trays	1 57	
		1 ream copy paper	65	
		2 reams Pirie's note, at $2.25	4 50	
		2 reams opinion cap, at $5.50	11 00	
		1 ream manila, heavy	5 40	
		2 reams manila, thin, at $2.95	5 90	
		1 9-12 dozen ink, at $3.78	6 62	
		½ dozen French copying ink, at $4	2 00	
		½ dozen Arnold's fluid, at $4.50	2 25	
		½ dozen M. & N., quarts, at $4	2 00	
		½ dozen David's crimson, pints, at $9	4 50	
		1 dozen David's scarlet, pints	6 30	
		3 gross Faber's No. 2 pencils, at $4.32	12 96	
		½ gross Eagle 2½ pencils, at $3.50	1 75	
		4 dozen Am. L. P. Co.'s pencils, at 30 cents	1 20	
		3 dozen Dixon's pencils, at 35 cents	1 05	
		1 gross best blue pencils	7 00	
		1 gross best red pencils	8 00	
		1 gross best green pencils	7 00	
		3 dozen Eagle erasers, large, at $1.43	4 29	
		3 dozen Eagle erasers, small, at 73 cents	2 19	
		3 boxes David's rubbers, at $1.05	3 15	
		2 boxes Dixon's rubbers, at $1.05	2 10	
		1 dozen Gillott's pens, No. 290	2 80	
				149 62
		V. G. Fischer:		
Sept. 24.		3,000 white envelopes, No. 5, at $1.25	3 75	
		1,000 white envelopes, No. 6	1 45	
		2,000 white envelopes, No. 9, at $1.65	3 30	
		2,000 white envelopes, No. 8½, at $2.60	5 20	
		17,000 white envelopes, No. 9, at $2.25	38 25	
		12,000 white envelopes, No. 10, at $2.75	33 00	
		4,000 white envelopes, No. 12, at $3	12 00	
		3,000 Crane's bond envelopes, note, at $5	15 00	
		3,000 M. Ward's I. L. envelopes, at $5.25	15 75	
		3,000 heavy manila envelopes, 8 by 11½, at $5.50	16 50	
		1,000 heavy manila envelopes, 9 by 14½, at $6.70	6 70	
				150 90
		William Ballantyne and Son:		
July 14.		5 double inkstands, No. 15, at $1.10	5 50	
		1 double inkstand, No. 60	1 00	
		1 combination inkstand	1 80	
		1 walnut inkstand	4 00	
		1 rubber base inkstand	1 60	
		2 No. 200 inkstands, at $1.60	3 20	

1885.		William Ballantyne & Son—Continued.		
July	14.	1 banker's No. 100 inkstand	$1 40	
		1 No. 4619 inkstand	1 00	
		1 dozen Congress paper-folders	5 75	
		1 gross Esterbrook's pens, No. 122	65	
		1 gross Gillott's pens, No. 404	75	
		1 dozen sponge cups	1 25	
		1 pen tray	60	
	22.	2 dozen rubber penholders, No. 4, at 1.50	3 00	
		40 reams Crane's letter paper, at $4.54	181 60	
		2 rolls tape, at 20 cents	40	
		2 rolls silk ribbon, at 25 cents	50	
				$214 00
	31.	1 quarter-gross bands, No. 14	1 50	
		1 quarter-gross bands, No. 16	1 75	
		$\frac{7}{12}$ dozen paper weights, No. 411, I. V., at $2.50	1 46	
		$\frac{5}{12}$ dozen paper weights, No. 6037, I. V., at $1.15	49	
		1 gross Faber's hexagon pencils	6 50	
		3 dozen Eagle hexagon pencils, at 40 cents	1 20	
		1 dozen quarts Stickwell's mucilage	6 75	
		10 Perfect mucilage, at 20 cents	2 00	
		$\frac{1}{2}$ ream Treasury blotters, No. 100, at $18	9 00	
		4 box-wood rulers, 24 inches, at 55 cents	2 20	
		1 gross Esterbrook's pens, No. 182	50	
		2 gross Esterbrook's pens, No. 48, at 54 cents	1 08	
		1 gross Dreka pens, No. 3	68	
		1 gross Esterbrook's pens, No. 306	90	
				36 01
		J. Bradley Adams:		
Aug.	1.	2 rolls silk tape	50	
	10.	Repairing letter press	6 00	
	13.	2 dozen pencil tablets	4 00	
	24.	1 sheet parchment	75	
Sept.	18.	2 calendars	2 00	
				13 25
		John F. Paret:		
	10.	$\frac{1}{4}$ ream linen legal, for type-writer	63	
	16.	2 reams linen legal, for type-writer, at $2.50	5 00	
Oct.	19.	100 tablets	5 00	
	27.	$\frac{1}{2}$ dozen arm-rests, at $6.25	3 13	
		$\frac{1}{4}$ dozen ruling pens, at $4.80	1 20	
		4 dozen assorted penholders, at 50 cents	2 00	
		1 ream E. W. paper	3 15	
		3 boxes seals—red, 6 cents; green, 15 cents; gilt, 50 cents	71	
		$\frac{1}{2}$ dozen mucilage reservoirs	2 40	
	29.	3 reams Massasoit plain note, at $1	3 00	
		2 reams Royal Irish linen paper, 5.00$\frac{1}{5}$, at $4	8 00	
		500 envelopes, Royal Irish linen	4 00	
		2 gross Gillott's pens, No. 389, at 75 cents	1 50	
		2 dozen assorted penholders, at 50 cents	1 00	
				40 72
	30.	1 dozen envelope-openers	4 25	
		1 dozen bone erasers	3 75	
		1 magnifying glass	1 50	
		3 gross rubber bands, 0$\frac{1}{4}$ 1.00$\frac{1}{5}$, at 80 cents	2 40	
		3 gross rubber bands, 00$\frac{1}{4}$ 1.25$\frac{1}{5}$, at $1	3 00	
		1 gross No. 404 pens	44	
	19.	$\frac{5}{12}$ dozen 12-inch rulers, at $1	41	
		$\frac{8}{12}$ dozen 24-inch rulers, at $2	1 33	
				17 08
		V. G. Fischer:		
Sept.	11.	6 sheets envelope paper	10	
Oct.	6.	$\frac{1}{2}$ dozen foolscap tablets	1 20	
	8.	2 boxes rubber bands, 0000$\frac{1}{2}$	2 40	
Nov.	2.	1 dozen Faber's lead-pencils, No. 1	72	
	3.	2,000 heavy manila envelopes, 5$\frac{1}{2}$ x 10, at $9	18 00	
	6.	3 dozen pyramid pins, No. 5, at $1	3 00	
				25 42

1885.		John F. Paret:		
Nov.	7.	3 gross bands, $00\frac{1}{2}$ $2.00\frac{1}{5}$	$4 80	
	10.	16 reams paper, at $2	32 00	
				$36 80
	6.	3 rubber penholders, at 25 cents	75	
		1 dozen tablets, legal size	5 00	
		2 great gross bands, No. 11, at $1.50	3 00	
		$\frac{1}{4}$ dozen long bronze paper-weights	1 50	
		$\frac{1}{4}$ dozen small bronze paper-weights	90	
		2 gross bands, $\frac{1}{2}$-inch	4 50	
		2 gross bands, $\frac{1}{4}$-inch	2 00	
	7.	$\frac{1}{2}$ dozen glass paper-weights	3 00	
		1 pound sponge	2 00	
	10.	2 reams Pirie paper	8 00	
		500 Pirie envelopes	4 00	
				34 65
		Wm. Ballantyne & Son:		
Aug.	1.	8 box-wood rules, at 55 cents	4 40	
		1 dozen knife erasers	5 00	
	4.	1 dozen rubber penholders	1 20	
	6.	2 bottles Perfect mucilage, at 20 cents	40	
		1 dozen David's scarlet, No. 3	1 80	
		5 iron paper-weights	1 04	
		7 iron paper-weights	66	
	18.	2 box eyelets, at 10 cents	20	
	21.	1 staple press	1 50	
				16 20
	6.	3 quarts M. & N. ink, at 35 cents	1 05	
		1 gross Dreka pens	68	
	10.	$\frac{1}{2}$ ream 40-pound manila paper, at $3.60	1 80	
	12.	50 file-boxes, at 30 cents	15 00	
				18 53
Sept.	7.	12 sheets parchment, 17 by 22, at 40 cents	4 80	
		4 great gross bands, No. 16, at 90 cents	3 60	
		4 great gross bands, No. 14, at 80 cents	3 20	
	14.	3 dozen spools of tape, at $2.90	8 70	
		2 dozen ink-stands, No. 308, 3 inches, at $1.60	3 20	
	18.	5 dozen Mann's copy-books, 10 by 12, 500 pages, at $9.25	46 25	
		$\frac{1}{2}$ dozen Mann's copy-books, 10 by 14, 500 pages, at $12	6 00	
		$\frac{1}{2}$ dozen white copy-books, 10 by 14, 500 pages, at $13.80	6 90	
Oct.	3.	1 gross Esterbrook's pens, No. 81	54	
	22.	6 rolls silk ribbon, at 75 cents	4 50	
				87 69
Sept.	7.	$1\frac{1}{2}$ dozen perfect mucilage, at $2	3 00	
		1 dozen sponge-cups	68	
		1 dozen paper-folders, 10 inches	4 40	
	14.	1 dozen staple-fasteners, No. 1	1 80	
		2 dozen rolls silk ribbon, at $2.40	4 80	
	17.	2 dozen glass paper-weights, at $4.60	9 20	
	28.	2 penholders	15	
Oct.	20.	2 dozen quarts mucilage, at $3.24	6 48	
		1 dozen 4-ounce mucilage	54	
		2 dozen mucilage brushes, at 36 cents	72	
				31 77
		V. G. Fisher:		
Nov.	16.	1,000 blank visiting cards	2 15	
	17.	1 dozen sticks best sealing wax	3 00	
	19.	1 box correspondence cards and envelopes	25	
	23.	6 press copy-books, $9\frac{1}{4}$ by $11\frac{1}{4}$, 700 pages, special, at $1.75	10 50	
	24.	4 rubber penholders, large, at 50 cents	2 00	
		1 rubber tip penholder	10	
	28.	1 box extra heavy large square envelopes	2 25	
Dec.	2.	1,000 extra heavy large manila envelopes, 7 by $10\frac{1}{2}$, special	10 50	
	3.	2 dozen folio scratch tablets, No. 4070, at $4 20	8 40	
	4.	2 boxes eyelets	50	
				39 65

1885.		V. G. Fisher—Continued.		
Dec.	11.	1,000 large square envelopes	$8 50	
		1,000 large square bond envelopes, No. 29	6 80	
	12.	2 dozen canvas record books, at $7	14 00	
	14.	1,000 manila envelopes, 7 by 10½	10 50	
		1 file-book	3 25	
	16.	¼ ream thin letter paper	1 00	
	22.	steel die	1 50	
		stamping 2,000 envelopes	10 00	
				$55 55
Dec.	28.	For 300 Keystone tablets		15 00
		J. Bradley Adams:		
Oct.	31.	6 sheets carbon	50	
Dec.	29.	4 calendars	2 00	
				2 50
		Wm. Ballantyne & Son:		
Nov.	5.	2 gross Chase's legal pens, at $1	2 00	
	6.	1 gross Spencerian pens	1 00	
	12.	1 gross Esterbrook's pens	60	
	13.	1 gross Spencerian pens	1 00	
		2 gross Esterbrook's pens, at 60 cents	1 20	
	24.	1 pound sponge	1 00	
	27.	1 dozen blank books	3 60	
				10 40
		Easton & Rupp:		
Dec.	23.	1 vowel index		1 50
1886.		John F. Paret:		
Jan.	23.	2 reams bond paper, at $4.15	8 30	
		1 great gross bands	12 00	
				20 30
		John F. Paret:		
	6.	3 large rubber penholders	90	
		2 dozen assorted penholders	2 00	
		1 dozen paper tablets	1 80	
		1 ream legal cap—white laid	4 00	
	9.	1 ream heavy linen cap	7 50	
	12.	2 reams linen letter, ruled to order, at $6	12 00	
		2 reams linen cap, ruled to order, at $7.50	15 00	
	15.	1 bottle hectograph ink	25	
		5 reams letter paper, at $1.50	7 50	
	23.	1,000 Pirie's envelopes, to order	7 50	
	26.	2 reams linen legal, ruled to order, at $7.50	15 00	
				73 45
		V. G. Fischer:		
	2.	1 ink-stand	30	
	21.	12 gross rubber bands, 00¼	11 66	
	22.	1 dozen common-sense binders, 130	12 00	
	25.	1 box Spencerian pens, 13	1 00	
		6 oil boards, extra heavy, at 30 cents	1 80	
		2 boxes eyelets	50	
		1 copying-book brush, extra	75	
				28 01
Feb.	6.	John F. Paret:		
		2 boxes Gillott's pens, No. 404, at 44 cents	88	
		2 boxes Dreka pens, No. 3, at 74 cents	1 48	
		2 pair shears, at $2	4 00	
		1 box pens, No. 1	1 25	
				7 61
		John F. Paret:		
	9.	5 reams opinion cap, at $5.50	27 50	
	16.	15 letter paper, at $2	30 00	
		1 type-writer paper	1 50	
	26.	5 letter paper, at $2	10 00	
				69 00

1886.		V. G. Fischer:		
Feb.	1.	500 heavy No. 29, bond-square envelopes, XXX	$4 50	
		100 No. 10 English Bristol Carr cards	2 00	
	4.	3 dozen Faber's hexagon pencils, No. 1, at 72 cents	2 16	
	6.	1 record index	1 40	
	10.	2 boxes leads, No. 1	60	
		4 bottles Knapp's violet ink, at 25 cents	1 00	
	16.	1 copying brush	65	
	24.	2 dozen scratch-tablets 4070 XXX ½, at $4.88	9 76	
Mar.	1.	500 manila envelopes, 7 by 10½ XXX	5 25	
	3.	2,000 envelopes No. 7, at $3.50	7 00	
	5.	¼ ream parchment vellum, letter p	2 25	
	6.	½ dozen cork penholders	60	
				$37 17
1885.		Wm. D. Marvel:		
Nov.	23.	6 gross No. 01 aluminum pens, at $2.50	15 00	
		6 gross No. 02 aluminum pens, at $2.50	15 00	
		6 gross No. 03 aluminum pens, at $2.50	15 00	
				45 00
1886.		Wm. Ballantyne & Son:		
Feb.	8.	12 rolls silk ribbon, at $1	12 00	
	17.	3 dozen assorted rubber penholders, at $1.50	4 50	
	23.	2 gross Gillott's No. 404 pens, at 55 cents	1 10	
		1 dozen knife erasers	5 00	
	26.	2 dozen quarts mucilage, at $3.24	6 48	
				29 08
		V. G. Fischer:		
Mar.	11.	1 box eyelets	30	
	22.	2,000 envelopes, XXXX, 9½ inches	9 00	
	23.	1,000 bristol-board cards, 4	1 60	
	26.	1 quire cap linen, unruled	35	
				11 25
		John F. Paret:		
Apr.	9.	1 ream heavy type-writer paper		3 75
		John F. Paret:		
Mar.	2.	1 quart ink	75	
	4.	1 box pens	65	
	16.	2 dozen pencils, Faber's, No. 2	72	
		1 dozen pencils, Eagle, No. 2	75	
		1 pint violet ink	40	
	20.	1 bottle Artora's ink	75	
	25.	1 box pens	1 00	
Apr.	2.	1 staple binder and 1,000 fasteners	3 50	
	3.	2 box pens, No. 294, at 75 cents	1 50	
		3 dozen pyramid pins	2 25	
		3 dozen penholders	1 50	
		12 dozen boxes McGill's fasteners, at 40 cents	4 80	
				18 57
		V. G. Fischer:		
	10.	1 dozen sticks French sealing-wax	2 40	
	23.	1 gross clothiers' manilla	2 25	
		1 best glass inkstand, 4 inches, select, square	2 12	
		2 rubber penholders, large, No. 7	90	
	29.	1,000 envelopes, XXX, cream-plated, extra large, square	9 00	
		1,000 envelopes, bond, No. 29, glazed	9 53	
				26 20
		John F. Paret:		
	13.	1 staple binder and 3,000 fasteners	4 50	
		1 box Miller's carbon stub pens	75	
	14.	2 reams flat letter at $3	6 00	
		1 job lot paper	1 00	
	19.	12 common-sense binders, at 87½ cents	10 50	
		1 dozen bottles Caw's ink	3 78	
		4 reams flat letter, at $3.50	14 00	
	27.	1 quire cover-paper (cut to size)	40	
		¼ ream cover-paper (cut to size)	1 75	
	28.	6 Climax pads, at 50 cents	3 00	
				45 68

1886.		William Ballantyne & Son:		
Apr.	6.	⅓ dozen thumb-tacks, at 30 cents	$0 10	
		½ gross Faber's hexagon pencils, at $6.50	3 25	
	10.	2 thumb-tacks, at 30 cents	60	
	12.	1 box paper-fasteners	35	
	16.	2 boxes quill pens, at 25 cents	50	
	19.	2 great gross bands, No. 16, at 90 cents	1 80	
	21.	2 great gross bands, No. 11, at $2.24; 1 great gross bands, No. 1, at $1.75	3 99	
	27.	1 great gross bands, No. 14	80	
				$11 39
		William Ballantyne & Son:		
	1.	¼ dozen spools red tape, at $2.90	73	
		2 dozen sheets blotter, at 45 cents	90	
		⅔ dozen thumb-tacks, at 30 cents	20	
	12.	1 gross rubber bands, No. 11	10	
		1 gross rubber bands, No. 17	16	
		1 gross rubber bands, No. 30	35	
		½ gross rubber bands, 000½	63	
		½ gross rubber bands, 31	20	
				3 27
		John F. Paret:		
May	14.	1 dozen Eagle pencils	75	
		2 dozen Faber's pencils	1 50	
		1 dozen American graphite pencils	75	
	28.	½ dozen Climax pads	3 00	
	29.	1 ream plain note-paper	1 00	
June	3.	12 common-sense, at 90 cents	10 80	
		1 supplementary outfit to cyclostyle	4 00	
				21 80
		William Ballantyne & Son:		
May	12.	1 pair shears		1 00
	14.	70 paper file-boxes, at 30 cents		21 00
		V. G. Fischer:		
	13.	1 pound express sealing-wax	70	
June	7.	1 file-holder	85	
	9.	6 bottles Knapp's violet ink, at 25 cents	1 50	
				3 05
		V. G. Fischer:		
	22.	2,000 linen-lined envelopes, 5⅛ by 10¼	61 50	
		3 boxes eyelets, at 21 cents	63	
		1 box envelopes, white XXX, 6½	1 00	
		1 box envelopes, cream, xf, 5½	1 00	
		½ dozen cork penholders	60	
				64 73
		J. Bradley Adams:		
Feb.	2.	3 daily reminders		4 50
		John F. Paret:		
June	12.	Repairing paper-fastener	30	
	14.	1 box Falcon pens	45	
	23.	2 boxes pens, No. 390	1 50	
		2 reams C. V., plain	3 00	
	29.	5 reams type-writing paper, at $3	15 00	
		5 reams brown ½-sheet letter, at $4	20 00	
		500 Perrin's envelopes	3 75	
		3 dozen pencils, at 75 cents	2 25	
				46 25
Total amount expended				1,870 79
In hands of disbursing clerk June 30, 1886				29 21
Amount of appropriation				1,900 00

HORSES AND WAGONS.

1885.		Emanuel Pope:	
July	14.	Hauling 6 loads of books from the Department of Justice to Post-Office, at 50 cents	$3 00
		Samuel G. Eberly:	
		633 street-car tickets, at $3.95 per 100	25 00
		Emanuel Pope:	
	3.	Hauling 1 load of books to the Post-Office	50
		William Watson:	
	24.	Hauling 200 books from the Department of State	1 25
		Otto Branson:	
Aug.	1.	Hauling 1 load books from Department of Justice to Government Printing Office and Interior Department	50
		James B. Lambie:	
July	1.	One harness punch	1 75
		Samuel G. Eberly:	
Aug.	11.	633 street-car tickets for use of Department of Justice, paid out of the appropriation for horses and wagons by authority of First Comptroller	25 00
		William Golden:	
	15.	Hauling 1 load of books from Department of Justice to City Post Office	50
		James Bailey:	
Sept.	3.	Hauling one load of books to Capitol	1 00
		Samuel G. Eberly:	
	7.	633 street-car tickets, at $3.95 per 100	25 00
	28.	633 street-car tickets, for use of Department of Justice, at $3.95 per 100	25 00
		Joseph Williams:	
Oct.	20.	Hauling 1 load envelopes to Government Printing Office	50
	21.	Hauling of books from Department of Justice to Post-Office Department	25
		Henry Crawford:	
	28.	Hauling 1 load of stationery from Department of Justice to office of Solicitor of Treasury	35
		Samuel G. Eberly:	
	31.	633 street-car tickets, for use of Department of Justice	25 00
		B. Williams:	
Nov.	6.	Hauling 1 load of books from Department of Justice to Government Printing Office	50
		Robert Gray:	
	14.	Hauling 1 load of books from Department of State, and 1 load in return to Department of State from Department of Justice	35
		Samuel G. Eberly:	
Dec.	2.	633 street-car tickets for use of the Department of Justice	25 00
		J. M. Bradford:	
	5.	Hauling 1 load of books from Department of Justice to the Supreme Court	75
	11.	Hauling 1 load of books from Department of Justice to Post-Office Department	1 25
		Henry Crawford:	
	15.	Hauling 1 load of books from Department of State to Department of Justice	25
		J. M. Bradford:	
	19.	Hauling 1 load of books from Department of Justice to city post-office	1 60
		Samuel G. Eberly:	
	22.	633 street-car tickets, for use of Department of Justice	25 00

1886.		A. Nailor, jr.:	
Jan.	11.	Cab-hire, for carrying official and confidential papers (six large bundles), from the Department of Justice to the Committee on the Judiciary, United States Senate, two persons in charge of them, going and returning	$1 50
		Samuel G. Eberly:	
	19.	633 street-car tickets, for use of Department of Justice on official business	25 00
		W. C. True:	
Feb.	6.	Hauling 1 load of books from Department of Justice to the United States Capitol	1 00
		Charles Webster:	
	13.	Hauling 1 load of books from Department of Justice to city post-office	50
		Samuel G. Eberly:	
	15.	633 street-car tickets, for use of Department of Justice on official business	25 00
		William True:	
	20.	Hauling 1 load of books from the Department of Justice to the city post-office	75
		J. M. Bradford:	
Mar.	6.	Hauling one load of books from the Department of Justice to the city post-office	1 00
		James Osburn:	
	12.	Hauling one load of books from Department of Justice to city post-office	35
		Samuel G. Eberly:	
	15.	633 street-car tickets for use of Department of Justice on official business	25 00
		James Osburn:	
	29.	Hauling two loads of books from the Department of State to the Department of Justice	75
		James Osburn:	
Apr.	1.	Hauling one load of books from Department of Justice to the Government Printing Office	50
		Samuel G. Eberly:	
	7.	633 street-car tickets for use of the Department of Justice	25 00
		Charles H. Hipkins:	
	17.	Hauling one box of books from Attorney-General's house to Department of Justice—sent to Attorney-General's house by mistake	50
		Samuel G. Eberly:	
May	19.	633 street-car tickets for use of Department of Justice	25 00
		Joseph Williams:	
	26.	Hauling one load of books from Department of Justice to the Post-Office Department	50
		Emanuel Pope:	
June	2.	Hauling one load of books from Department of Justice to Government Printing Office	75
		Jarrett Jackson:	
	10.	Hauling one load of books from Department of Justice to city post-office	75
		Samuel G. Eberly:	
	21.	633 street-car tickets, for use of Department of Justice	25 00
Total amount expended			347 55
In hands of disbursing clerk June 30, 1886			102 45
In the United States Treasury June 30, 1886			1,150 00
Amount of appropriation			1,600 00

MISCELLANEOUS ITEMS.

1885.		J. Hall Semmes:		
July	6.	1 gallon Pratt's oil	$0 30	
		1 dozen coach candles	90	
		1 dozen Argand-burner chimneys	1 00	
		1 dozen mops	2 40	
		½ dozen tapers (boxes)	1 20	
		1 gallon Pratt's oil	30	
		1 box Babbitt's soap	5 50	
		1 dozen bars sand soap	1 00	
		6 dozen boxes matches	1 20	
		½ dozen wax candles	35	
		1 bucket	25	
		1 dozen whisk-brooms	3 00	
		4 candles	80	
		1 dust-pan and brush	65	
		6 dozen cakes elder-flower soap	9 00	
		2 dozen bars sand soap	2 00	
		½ dozen boxes tapers	1 20	
		6 brooms	2 50	
		1 cake silver soap	15	
		1 gallon Pratt's oil	30	
		1 box Babbitt's soap	5 59	
				$39 50
		James Talty:		
	14.	Furnishing and putting in two self-acting water-closets (complete), ventilating water-closets, urinals, putting traps under urinals, wash-basin lining under urinals, and water-closets with slate, &c	275 00	
		Ventilating Attorney-General's wash-basin	10 00	
		Clearing out water-pipes and repairing faucets	3 00	
				288 00
		S. J. Haislett:		
	7.	3 Windsor awnings, at $5 each	15 00	
		6 slide rods, at 30 cents each	1 80	
		3 blocks, at 10 cents each	30	
		6 slides, at 10 cents each	60	
		Labor putting up awnings, and repairs	2 50	
				20 20
		The National Republican Company:		
	15.	Subscription to National Republican from July 1, 1885, to June 30, 1886		6 00
		Washington Post Publishing Company:		
		Subscription to Washington Post from July 1, 1885, to June 30, 1886		6 00
		A. G. Johnson & Brother:		
	10.	1 cord sawed pine wood	$6 88	
	15.	10 tons furnace coal, at $5.90	59 00	
				65 88
		Julius Baumgarten:		
	16.	1 autograph wood-cut	3 75	
		1 rubber die	50	
				4 25
		George Prender:		
	27.	Furnishing Department of Justice 200 book supports, at $18 per 100		36 00
		Warren Hall:		
	29.	9 bottles soap, for cleaning furniture, &c		1 75
		John Wells:		
	31.	Hauling 66 loads ashes from engine-room, Department of Justice, during July, 1885, at 40 cents		26 40

1885.	Henry Coleman:		
July 31.	Washing 35⅔ dozen towels during month of July, 1885, at 35 cents per dozen		$10 70
	John Brady:		
	Cutting grass with scythe once, and three times with grass cutter, and also trimming walk and flower-bed, in month of July, 1885		10 00
	Ellen Lucas:		
	Washing for the use of office of Solicitor of the Treasury during July, 1885, 10 dozen towels, at 30 cents per dozen		3 00
	Washington Gaslight Company:		
	Gas consumed from July 1 to 31, inclusive, 1885		70 35
	Adams Express Company:		
1.	One box, New York, Department of Justice	$0 40	
6.	One package, Springfield, M. B. Cummings	1 00	
7.	One box, value $2,500, L. Chalmers, Tucson, Ariz	31 80	
8.	One package, D. A. Fisher, Des Moines, Iowa	1 20	
9.	One box, value $1,000, D. A. Fisher, Des Moines, Iowa	5 00	
17.	One package, H. J. May, Memphis, Tenn	50	
21.	One box, value $1,000, D. I. Baker, Louisville, Ky	4 50	
23.	One package, New York, Department of Justice	3 55	
			47 95
	P. H. Sugen:		
Aug. 8.	Re-lining and rebuilding bridge-wall of high-pressure boiler in engine-room of Department of Justice		10 00
	James B. Lambie:		
July 1.	1 nail set	$0 10	
	1 shovel	75	
	1 dozen balls wick	50	
	1 brad-awl	10	
	2 coils picture-wire at 30 cents	60	
2.	3 wrenches, assorted	1 40	
	5 gallons cylinder oil, at $1.10	5 50	
	2 dozen balls twine, assorted	5 15	
	1 oil-can	45	
	Repairing 2 pair pipe-tongs	3 00	
7.	2 gauge-glasses	1 30	
	1 ice-hatchet and pick	1 00	
	15 pounds putty, at 5 cents	75	
	2 axe-handles, at 18 cents	36	
8.	1 garden-trowel	40	
	1 wooden rake	30	
	6 sheets sand-paper	10	
11.	19 dozen awning-hooks at 6 cents	1 14	
	2 buckets	1 05	
13.	4 caskets, at 15 cents	60	
15.	1 tin cup	10	
	7 pounds nails, assorted	32	
	3 dozen fire-extinguishers, at $11	33 00	
17.	1½ dozen wire-holders for extinguishers, at $2	3 00	
18.	1 dozen brass picture-nails	15	
	4 packages tacks, assorted	54	
	1 tack-puller	50	
	1 lantern and wick	2 00	
21.	½ gallon oil and can	50	
	1 marking-pot and brush	50	
	1 package lamp-black	10	
	6 paste-brushes, at 15 cents	90	
24.	1 round pan	08	
	4 dozen awning-cleats and screws, at 5 cents	20	
25.	1 box D. P. tacks	05	

1885.		James B. Lambie—Continued.		
July	25.	2 dozen screw eyes	$0 10	
		2 pounds grass-seed, at 30 cents	60	
		1 piece brass wire and 2 tags	20	
	27.	3 pounds Tuck's square packing, ½-inch, at 70 cents	2 10	
		5 pounds candles, at 15 cents	75	
	28.	50 rolls closet-paper, at 15 cents	7 50	
		1 lawn-sprinkler	1 25	
		25 pounds cotton-waste, at 15 cents	3 75	
	30.	4 taps, assorted	1 90	
		2 first drills	90	
		1 whitewash brush	45	
		6 bolts, at 5 cents	30	
		1 ½-inch nut	05	
		2¼ pounds braided cord, at 50 cents	1 13	
	31.	1 oil-stone	50	
				87 97
		A. G. Johnson & Brother:		
Aug.	10.	5 tons furnace-coal, at $5		25 00
		Western Union Telegraph Company:		
		For telegraphing during month of July, 1885:		
July	1.	Garland from Jackman, San Antonio, 38	68	
		Garland to Jackman, San Antonio, 29	52	
		Garland to Campbell, Cheyenne, 21	38	
		Garland to Campbell, Cheyenne, 35	59	
		Garland from Hill, Oxford, Miss., 25	25	
	3.	Ewing to Hill, Oxford, Miss., 50	50	
		Garland to Howard, Prescott, 27	68	
		Garland to Campbell, Keokuk, 18	22	
		Garland to Russell, Little Rock, 14	22	
	6.	Garland to Holstein, Indianapolis, 20	20	
		Garland from Holstein, Indianapolis, 28	28	
		Garland from Paul, Harrisonburg, Va., 39	39	
		Garland to Graham, Harrisonburg, Va., 25	25	
	7.	Garland to Searle, Saint Paul, Minn., 76	91	
		Garland to Douglas, Topeka, Kans., 92	1 20	
		Garland to Hill, Oxford, Miss., 20	20	
		Garland from Hill, Oxford, Miss., 55	55	
		Garland from Boykin, Charleston, S. C., 50	50	
		Garland from Campbell, Cheyenne, Wyo., 85	1 53	
		Garland to Campbell, Cheyenne, Wyo., 48	86	
		Garland to Delany, Fon du Lac, Wis., 25	20	
		Garland to Hobson, Denver, Colo., 20	38	
		Garland from Hazelton, Milwaukee, Wis., 28	28	
	9.	Garland to Marsh, Chicago, 31	31	
		Garland to Russell, Little Rock, Ark., 18	22	
	10.	Garland to Delaney, Milwaukee, Wis., 27	27	
		Garland to Fellows, New York, 19	10	
	13.	Ewing to Bird, Monticello, Fla., 22	22	
	14.	Howard to May, Connelton, Ind., 19	40	
		Garland to Martinez, Santa Fé, 18	44	
		Garland to Clifford, Atlanta, Ga., 41	41	
	16.	Garland to Fleming, Louisville, 26	26	
		Garland to Fillian, Nashville, 33	33	
	17.	Garland to Howard, Prescott, Ariz , 30	75	
		Garland from Lamb, Indianapolis, 46	46	
		Howard to Lamb, Indianapolis, 32	32	
		Howard to May, Saint Louis, 28	28	
		Disbursing Clerk from Brannigan, Decatur, Ala., 29	29	
	18.	Garland from Howard, Prescott, Ariz., 49	1 23	
		Garland from Howard, Prescott, Ariz., 59	1 48	
	20.	Garland to Howard, Prescott, Ariz., 41	1 03	
		Garland to Howard, Prescott, Ariz., 32	80	
		Garland to Daniell, Savannah, 26	26	
	21.	Garland to Cockrell, Warrenburg, Mo., 20	24	
		Garland from Cockrell, Warrenburg, Mo., 78	94	
	22.	Garland from Tidball, Tucson, Ariz., 43	1 08	

1885.		Western Union Telegraph Company—Continued.		
July	22.	Garland from Chalmers, Tucson, Ariz., 25	$0 63	
		Ewing to Howard, New York, 21	11	
	24.	Garland to Chalmers, Tucson, Ariz., 22	55	
	25.	Garland to Fitzgerald, Los Angeles, Cal., 18	50	
		Garland from Tracy, Galveston, Tex., 49	78	
	27.	Garland to Tracy, Galveston, Tex., 23	37	
		Garland to Boles, Fort Smith, Ark., 23	30	
		Garland to Fitzgerald, Los Angeles, 23	58	
		Howard from Watson, Saint Paul, 72	67	
	28.	Garland to Fitzgerald, Los Angeles, 31	78	
	29.	Garland to Howard, Prescott, 23	58	
	31.	Garland from Goode, Victoria, B. C., 33	1 54	
		Howard from Kane, Winchester, Va., 17	20	
		Howard to Kane, Rock Enon Springs, 29	79	
		Howard to Watson, Saint Paul, Minn., 34	41	
		Howard to Myers, Memphis, 21	21	
				$32 89
		Western Union Telegraph Company:		
		For telegraphing during July, 1885, as follows:		
	13.	McCue to Evans, Austin, Tex., 42	76	
	14.	McCue to Evans, Brownsville, Tex., 48	86	
	20.	McCue to Robinson, Elmira, 20	20	
	31.	McCue to Watson, Portland, 27	68	
				2 50
		S. J. Haislett:		
Aug.	14.	Two window-awnings, at $5.50 each	11 00	
		Repairing two awnings	5 00	
		Repairing American flag	1 50	
				17 50
		W. D. Wyvill:		
	20.	100 pounds of the best cotton waste, at 15 cents	15 00	
		52½ gallons valvoline oil, at $1.65	86 63	
				101 63
	22.	Seven and a half days of two plumbers, taking down, repairing, and resetting 7 water-closets, at $5 each	75 00	
		120 pounds of sheet lead, at 10 cents	12 00	
		2 globe valves, at $1	2 00	
		2 papers tinned tacks, at 15 cents	30	
		2 nipples, at 15 cents	30	
		5 pounds solder, at 25 cents	1 25	
				90 85
		A. H. Stephens:		
	28.	Cutting grass with scythe and cleaning around fence and walk, Department of Justice		5 00
		Robert Leitch and sons:		
	7.	152 fire-brick	$15 20	
		½ barrel fire-clay	3 00	
		1 2½-inch check-valve	10 00	
		1 2½-inch globe-valve	10 00	
				38 20
		John Wells:		
	29.	Hauling 20 loads ashes from engine-room, Department of Justice, for month of August, 1885, at 40 cents		8 00
		Henry Coleman:		
	31.	Washing 36⅔ dozen towels during the month of August, 1885, at 30 cents per dozen		11 00
		Washington Gaslight Company:		
	31.	Gas consumed at Department of Justice building during month of August, 1885		100 65

Western Union Telegraph Company:

1885.		For telegraphing during August, 1885, as follows:		
Aug.	1.	Howard from Watson, Saint Paul, Minn., 36	$0	31
		Howard to King, Rock Enon Springs, Va., 29		66
		Garland to Van Wyck, Nebraska City, Nebr., 21		27
	3.	Garland to Chalmers, Tucson, Ariz., 31		78
		Garland from Chalmers, Tucson, Ariz., 24		60
		Howard from King, Winchester, Va., 23		23
	4.	Garland to Bell, Albuquerque, N. Mex., 20		44
	5.	Garland to Bell, Albuquerque, N. Mex., 24		53
		Ewing to Shiras, Saratoga, 46		46
		Ewing to Desmond, Clinton, Iowa, 30		30
	6.	Ewing to McLeod, Elmira, 22		22
		Ewing to Shiras, Saratoga, 36		36
		Ewing from Shiras, Saratoga, 16		20
		Telegraph office to telegraph office, 20		20
	7.	Ewing to Desmond, Keokuk, Iowa, 38		42
		Ewing to Desmond, Keokuk, Iowa, 56		62
		Ewing to Hobbs, Dubuque, 49		49
		Ewing from Hobbs, Dubuque, 25		25
		Ewing from Van Duzen, Dubuque, 27		27
	8.	Garland from Bentley, Denver, 33		63
	10.	Howard to Watson, Helena, 32		30
		Garland to Hawley, Hailey, 39		98
		Garland to Bentley, Denver, 21		40
	12.	Garland to Zabriskie, Tucson, 30		75
		Garland to Sawyer, San Francisco, 22		55
		Garland from Sawyer, San Francisco, 26		65
	12.	Clay from Waters, Little Rock, 37		42
		Clay to Waters, Little Rock, 18		22
	13.	Clay to operator, Helena, Mont., 20		50
		Garland to Penney, Joliet, Ill., 19		20
		Garland from Zabriskie, Tucson, Ariz., 45	1	13
	14.	Garland from Chalmers, Prescott, 48	1	20
	15.	Garland to Chalmers, Prescott, 38		95
		Ewing to Chalmers, Prescott, 31		78
		Ewing to Desmond, Dubuque, 25		25
		Ewing to Donne, Salem, Oregon, 22		55
	17.	Howard to Mayers, Memphis, 16		20
	18.	Garland to Dorsheimer, New York, 19		10
		Garland to Smith, Clark, Dak., 23		35
	19.	Howard to Jacobs, New York, 22		12
	20.	Garland to Bliss, St. Louis, Mo., 18		20
		Garland to Pearre, Waco, Texas, 43		69
	21.	Garland to Fleming, Silver City, N. M., 25	1	19
		Garland to Watson, Portland, 53	1	33
		Garland to Pleasants, New Orleans, 66		79
		Howard to Harvey, Miles City, Mont., 21		42
	22.	Garland to Pleasants, New Orleans, 36		43
	24.	Garland to Gurley, New Orleans, 22		26
		Garland from Gurley, New Orleans, 58		70
		Garland from Gurley, New Orleans, 45		54
	25.	Garland from Gurley, New Orleans, 38		46
		Garland to Dorsheimer, New York, 62		52
	26.	Garland to Boles, Fort Smith, 18		26
		Garland to Pearre, Waco, Texas, 28		48
	27.	Garland to Searle, Saint Paul, 73		88
		Howard to McManus, Columbus, Texas, 28		48
		Goode from Hett, Victoria, B. C., 35	1	83
	28.	Goode to Hett, Victoria, B. C., 18	1	03
		Howard to McManus, Columbus, Texas, 30		51
	29.	Goode to Jackman, Austin, Tex., 91	1	64
		Goode to Pleasants, New Orleans, La., 72		86
		Goode to Herwig, New Orleans, La., 61		73
		Attorney-General from Stratton, Tyler, Tex., 60		84
	31.	Attorney-General from Boykin, Greenville, S. C., 35		35
		Clay to Powers, Palmer, N. Y., 114		20
		Goode to Stratton, Tyler, Tex., 36		50
				$37 35

Western Union Telegraph Company—Continued.
For telegraphing during August, 1885, for Solicitor's Office, as follows:

1885.				
Aug.	13.	McCue to Leonard, New Orleans, 29	$0 35	
	17.	Robinson to Tanner, Springfield, 38	38	
		Robinson from Tanner, Springfield, 25	25	
	29.	McCue from Hilborn, San Francisco, 27	68	
				$1 66

Ellen Lucas:

	31.	Washing for the use of the office of the Solicitor of the Treasury, August, 1885: $9\frac{8}{12}$ dozen towels, at 30 cents per dozen		2 90

Adams Express Company:
For transportation of Government property, as follows:

	6.	1 box Kansas City, F. Strong	$12 00	
	7.	1 box New York, F. Strong	1 90	
	10.	1 package, $100, D. A. Fisher, Sioux City, Iowa	1 00	
	21.	1 package, $100, New York, F. Strong	75	
	25.	1 package, D. A. Fisher, Dubuque, Iowa	1 00	
		1 package, D. I. Baker, Portsmouth, N. H	50	
				17 15

George W. Knox:

July	24.	Freight paid B. & P. R. R. Co. on 1 box merchandise, books		70

Baltimore and Ohio Express:

	6.	Freight charges on one package from Saint Louis, Mo., to Washington, D. C		1 00

J. Maury Dove:

Aug.	25.	$12\frac{1320}{2240}$ tons furnace coal, at $4.43	$55 77	
Sept.	9.	$45\frac{80}{2240}$ tons furnace coal, at $4.43	199 50	
				255 27

Robert Leitch & Sons:

	28.	Two 33-loop radiators, piping connections, valves, drips, and bronzing		328 00

Henry Coleman:

	30.	Washing $32\frac{1}{12}$ dozen towels during month of September, 1885, at 30 cents		9 62

Sunday Gazette, T. G. Morrow, publisher:

	16.	Fourteen lines "Proposals for stationery," one time, at $16\frac{2}{3}$ cents per line		2 33
		Eighteen lines "Proposals for fuel," at $16\frac{2}{3}$ cents per line		3 00

Great Falls Ice Company:

July	31.	5,950 pounds ice in month of July, at 45 cents per 100	$26 77	
Aug.	31.	5,700 pounds ice in month of August, at 45 cents per 100	25 65	
Sept.	30.	5,600 pounds ice in month of September, at 45 cents per 100	25 20	
				77 62

D. Rickenbacker:

	18.	Repairing two clocks		6 00

Ellen Lucas:

	30.	Washing for use of office of Solicitor of the Treasury during the month of September, 1885, $9\frac{6}{12}$ dozen towels, at 30 cents per dozen		2 85

John Wells:

Oct.	3.	Hauling 23 loads of ashes from engine-room, Department of Justice, for month of September, 1885, at 40 cents		9 20

Otis Brothers & Co:

Sept.	7.	3 rings blackleaded piston packing, $3\frac{1}{2}$ pounds, at 80 cents	$2 80	
		3 6-inch valve cups	3 00	
		12 2-inch piston-rod packing, at 45 cents	5 40	
				11 20

Washington Gaslight Company:

	30.	Gas consumed in Department of Justice building during month of September, 1885		122 25

1885.		Julius Lonsburg:		
Aug.	5.	168½ yards of jointless matting, at 47½ cents, and laying, room 7, 56 yards; room 5, 44¾; ex.-room, 67¾		$71 61
		Western Union Telegraph Company:		
		For telegraphing during September, 1885, as follows:		
Sept.	1.	Goode to Watson, Portland, Oreg., 47	$1 18	
	2.	Goode to George, Port Townsend, Wyo., 42	2 95	
		Wright to Howard, New York, 39	29	
	3.	Wright to Howard Portland, Me., 30	30	
		Watson to Howard, Portland, Me., 39	39	
		Watson to Meyers, Memphis, Tenn., 33	33	
	5.	May to Watson, Memphis, Tenn., 28	28	
	5.	May from Watson, Holly Springs, Miss , 32	32	
	7.	Wright from Watson, Memphis, Tenn., 27e	27	
		Strong to Howard, Cincinnati, Ohio, 53	53	
	8.	Goode to Hall, Albany, 20	20	
		Goode to Nelms, Atlanta, 20	20	
		Goode to Freeman, Paris, Tenn., 29	29	
		Ewing to Chalmers, Tucson, Ariz., 26	65	
	9.	Howard to Brannigan, Galveston, 17	32	
		Goode to Hitt, Victoria, B. C., 28	1 44	
	11.	Goode to Hitt, Victoria, B. C., 33	1 81	
		Goode to Field, Albuquerque, N. M., 78	1 72	
		Howard to Brannigan, Houston, 23	37	
	12.	Goode to King, New Orleans, 21	25	
	14.	Howard from Watson, Holly Springs, Miss., 22	22	
	15.	Boteler to Ordway, Warren, Md., 27	27	
		Goode to Boles, Fort Smith, 25	33	
		Goode to Cook, San Francisco, 53	1 33	
		Goode to Hitt, Victoria, B. C., 17	1 00	
	16.	Goode to Perry, Topeka, Kans., 57	74	
		Howard to Brannigan, Houston, Tex., 35	56	
		Howard from Brannigan, Houston, Tex., 41	66	
	17.	Howard to Dewees, Keokuk, Iowa, 21	23	
		Wright from Dewees, Keokuk, Iowa, 14	22	
	18.	Garland from Julian, Santa Fé, 25	55	
	19.	Howard to Cochran, New York, 17	10	
		Goode to Chalmers, Santa Fé, 36	79	
		Goode to Hawley, Hailey, Idaho, 29	73	
		Goode from Hitt, Victoria, B. C., 15	1 00	
	21.	Maury to Carr, Cheyenne, Wyo., 24	43	
		Maury to Lamb, Indianapolis, Ind., 50	50	
		Maury from Lamb, Indianapolis, Ind., 28	28	
		Cochran to Flagler, Rock Island, 22	22	
		Cochran to Hagerman, Topeka, 18	26	
	21.	Howard to Brannigan, Shreveport, 17	26	
		Howard from Brannigan, Shreveport, 61	79	
	22.	Goode from Hitt, Victoria, B. C., 21	1 12	
		Garland from Campbell, Cheyenne, Wyo., 78	73	N. M.
		Maury to Carr, Rock Springs, Wyo., 32	67	
	23.	Maury to Campbell, Cheyenne, Wyo., 38	68	
		Garland from Reagan, Jefferson, Tex., 29	41	
	24.	Maury to Reagan, Jefferson, Tex., 21	29	
		Howard from Brannigan, New Orleans, 40	48	
	25.	Maury to Pearre, Waco, Tex., 42	67	
		Maury from Pearre, Waco, Tex., 38	61	
		Howard to Brannigan, New Orleans, 44	53	
		Howard to Brannigan, New Orleans, 32	38	
	26.	Maury to Pearre, Waco, Tex., 19	32	
	29.	Howard from Brannigan, Vicksburg, Miss., 19	22	
		Goode to Russell, Little Rock, 33	36	
		Goode to Leese, Lincoln, Nebr., 29	41	
		Goode to Lambertson, Lincoln, Nebr., 96	1 34	
		Goode from Lambertson, Lincoln, Nebr., 109	1 53	
	30.	Goode to Dawes, Lincoln, Nebr., 37	52	
		Goode to Carr, Cheyenne, Wyo., 89	1 60	

1885.		Western Union Telegraph Company—Continued.		
Sept.	30.	Goode to Ackley, Madison, 36	$0 36	
		Goode to Smith, Denver, 89	1 69	
		Goode to Henley, San Francisco, 28	70	
				$41 18
		Western Union Telegraph Company:		
		For telegraphing for office of Solicitor, as follows:		
	2.	McCue to Hilton, San Francisco, 27	68	
	4.	McCue to White, Seattle, Wash., 26	65	
	19.	McCue to Bliss, Saint Louis, Mo., 51	51	
	30.	McCue to Jones, Charlotte, 50	50	
				2 34
		C. Schneider:		
Aug.	5.	Overhauling and repairing lightning rods and putting up 4 feet new rod	7 00	
		1 new platina-tipped point	3 00	
				10 00
		W. B. Moses and Son:		
July	28.	982 yards best calico, at 10 cents	98 20	
		Tacks and twine	2 50	
		Labor putting up same	31 25	
				131 95
		[Occasion of death of Gen. Grant.]		
		George Beall:		
Oct.	12.	Packing elevator cylinder and foot valve		10 00
		Wyckoff, Seamans & Benedict:		
Sept.	8.	1 4-drawer desk (order No. —)	10 00	
	12.	1 dozen bottles type-writer oil (order No. 474)	2 40	
	15.	1 dozen sheets carbon paper (order No. 476)	50	
Oct.	6.	1 dozen black copying-ribbons (order No. 486)	9 00	
		1 dozen rubber bands (order No. 486)	10	
				22 00
		A. H. Stephens:		
	14.	Cutting grass with scythe, and cleaning walk and around fence of Government reservation		5 00
		Adams Express Company:		
		For transportation of Government property, as follows:		
Sept.	10.	1 box, value $1,000, Louisville, D. I. Baker	4 30	
		1 package, J. M. Heiskell, Indianapolis, Ind	25	
	14.	1 box, New York, F. Strong	2 60	
	18.	1 bundle, New York, F. Strong	2 30	
				9 45
		Chesapeake and Potomac Telegraph Company:		
July	31.	Exchange rental for chief clerk's room from July 1 to 31, 1885, at $100 per annum	8 34	
		Exchange rental for Solicitor's office, Treasury Department, from July 1 to 31, 1885, at $60 per annum	5 00	
		Exchange rental for Attorney-General's residence from July 1 to 31, 1885, at $60 per annum	5 00	
				18 34
Aug.	31.	Exchange rental for chief clerk's room from Aug. 1 to 31, 1885, at $100 per annum	8 34	
		Exchange rental for Solicitor's office, Treasury, and Attorney-General's residence, from August 1 to August 31, 1885, at $60 each	10 00	
				18 34
Sept.	30.	Exchange rental for chief clerk's room, from September 1 to 30, 1885, at $100 per annum	8 34	
		Exchange rental for Solicitor's office, Treasury Department, from September 1 to 30, 1885, at $60 per annum	5 00	
		Exchange rental for Attorney-General's residence, from September 1 to 30, 1885, at $60	5 00	
		Moving wire and instruments, Attorney-General's residence, to 1315 Rhode Island avenue	6 76	
				25 10

1885.		W. D. Wyvill:		
Oct.	15.	1 patent window-ventilator	$5 00	
		25 rolls toilet paper, at 16⅔ per roll	4 17	
				$9 17
Sept.	25.	Furnishing fire-bricks and fire-clay, and casing two large fire-places, at $15	30 00	
		2 large portable grates, at $8	16 00	
		Repairing hearth in library	2 00	
				48 00
Aug.	17.	100 pounds cotton-waste, at 15 cents	15 00	
		52½ gallons valvoline oil, at $1.65	86 63	
		1 drip pan	50	
		2 funnels	40	
		1 gallon measure	75	
		1 brass faucet with key	1 50	
Sept.	3.	31 pounds leather packing at 50 cents	15 50	
				120 28
		J. Dean:		
Oct.	23.	Taking up brick walk on east side of Department building and relaying the same		20 00
		Henry Coleman:		
	31.	Washing 35 dozen towels during the month of October, 1885, at 30 cents per dozen		10 50
		John Wells:		
	31.	Hauling away from engine-room of Department of Justice 19 loads of ashes, during the month of October, 1885, at 40 cents per load.		7 60
		Ellen Lucas:		
		Washing for the use of the office of the Solicitor of the Treasury during the month of October, 1885, 9 dozen towels, at 30 cents per dozen		2 70
		S. J. Haislett:		
Nov.	7.	Putting new truck on flag-pole		10 00
		R. K. Helphenstein:		
Sept.	15.	3 chamois skins at 75 cents	$2 25	
		1 pint benzine	25	
				2 50
		Wyckoff, Seamans & Benedict:		
Oct.	24.	Remodeling type-writer No. 3485 (order 466)	28 00	
Nov.	2.	1 record ribbon (order 502)	1 00	
				29 00
		Great Falls Ice Company:		
Oct.	31.	5,900 pounds ice, at 45 cents		26 55
		Western Union Telegraph Company:		
		For telegraphing during October, 1885, as follows:		
	1.	Garland to Buck, Thompson Falls, Idaho, 44	1 12	
		Garland to Hawley, Hailey, Idaho, 46	1 15	
		Maury to Bently, Denver, Colo., 19	38	
	2.	Garland to Jones, Charlotte, N. C., 31	31	
		Garland to Jones, Charlotte, N. C., 31	31	
		Garland from Dickson, Salt Lake, Utah, 42	1 01	
	3.	Garland to Dickson, Salt Lake, Utah, 25	60	
		Garland to McMahon, New York, 43	33	
		Garland from Buck, Murray, Idaho, 33	83	
		Maury to Bentley, Denver, Colo., 16	38	
	5.	Howard from Brannigan, Columbia, Tenn., 46	46	
		Garland to Pearre, Waco, Tex., 43	69	
	6.	Garland from Bentley, Denver, Colo., 38	72	
		Garland from Buck, Murray, Idaho, 46	1 15	
		Watson to Brannigan, Columbia, Tenn., 34	34	
	7.	Garland to Bentley, Denver, Colo., 36	68	
	8.	Garland from Hoorebeke, Springfield, Ill., 39	39	
		Howard from Brannigan, Montgomery, 18	20	
	9.	Garland to Drew, San Francisco, 18	50	
	10.	Garland from Waters, Little Rock, 42	46	

1885.		Western Union Telegraph Company—Continued.		
Oct.	10.	Goode to McCorry, Memphis, 47	$0 47	
	13.	Wright to Howard, Little Rock, 20	29	
		Howard to Brannigan, Alexandria, La., 79	1 11	
		Garland from Douglas, Wichita, Kans., 54	81	
	14.	Garland to Douglas, Wichita, Kans., 36	54	
		Garland to Vincent, Santa Fé, N. Mex., 49	1 08	
		Garland to Pleasants, New Orleans, 19	24	
		Garland from Foster, Indianapolis, 41	41	
		Ewing to Heiskell, Indianapolis, 29	29	
		Clay to Campbell, Cheyenne, 14	36	
		Howard from Brannigan, Binkia, La., 17	26	
	15.	Howard from Brannigan, Alexandria, La., 35	49	
		Garland to Maury, Denver, Colo., 19	38	
		Garland to Meade, Tucson, Ariz., 19	50	
		Garland to Heiskell, Indianapolis, 28	28	
	16.	Ewing to Heiskell, Indianapolis, 37	37	
		Garland to Millay, Phœnix, Ariz., 47	1 18	
		Garland from Millay, Phœnix, Ariz., 27	68	
		Garland from Russell, Little Rock, 45	50	
		Garland to Russell, Little Rock, 14	22	
		Ewing to Strong, Albany, 29	29	
		Ewing to Baker, Portsmouth, 38	28	
		Howard to Brannigan, Alexandria, La., 29	41	
	17.	Boteler to Clayton, Fort Smith, Ark., 41	53	
		Garland from Galbreith, Butte, Mont., 80	2 00	
	19.	Garland to Gross, Louisville, 20	20	
		Garland from Waters, Little Rock, 62	68	
		Boteler from Clayton, Fort Smith, Ark., 72	94	
		Ewing to Perry, Auburn, 27	27	
	20.	Maury from Hitt, Victoria, B. C., 18	1 00	
		Goode to Parlange, New Orleans, 43	52	
		Howard to Brannigan, New Orleans, 60	72	
		Garland to Kelly, Helena, Mont., 29	73	
		Garland to Waters, Little Rock, Ark., 25	28	
		Garland to Dodge and J., Little Rock, Ark., 45	50	
		Garland from Walker, Tucson, Ariz., 148	3 70	
	21.	Garland from Field, Albuquerque, N. Mex., 70	1 54	
		Assistant Attorney-General from Brannigan, New Orleans, La., 40	48	
		Assistant Attorney-General from Brannigan, New Orleans, La., 53	64	
		Goode from Gurley, New Orleans, La., 24	29	
	22.	Howard to Brannigan, New Orleans, La., 35	42	
		Garland to Kelly, Helena, 44	1 10	
	24.	Ewing to Sandels, Fort Smith, Ark., 24	31	
		Garland to Barnes, Jacksonville, Ill., 55	55	
		Garland to Heiskell, Indianapolis, 27	27	
		Garland to Fitzgerald, Tucson, Ariz., 31	78	
		Garland from Zabriskie, Tucson, Ariz., 36	90	
		Garland from Darnell, Macon, Ga., 80	80	
	26.	Garland to Darnell, Macon, Ga., 32	32	
		Garland to Barnes, Jacksonville, 11	20	
		Garland to Nelson, Denver, 18	38	
		Garland to Russell, Little Rock, 20	22	
		Garland from Russell, Little Rock, 28	31	
		Ewing from Sandels, Fort Smith, 17	26	
	27.	Ewing to Dorsheimer, New York, 35	25	
		Garland to Nelms, Atlanta, 22	22	
		Garland to Nelms, Atlanta, 22	22	
	28.	Garland to Douglas, Wichita, Kans., 45	68	
	29.	Garland to Douglas, Wichita, Kans., 48	72	
		Garland to Mead, Tucson, Ariz., 28	70	
	30.	Garland from Boles, Fort Smith, Ark., 23	30	
	31.	Garland to Boles, Fort Smith, Ark., 22	29	
		Garland from Parker, Fort Smith, Ark., 96	1 25	
		Garland to Gross, Louisville, 33	33	
				$50 25

		For telegraphing for use of Solicitor's office during October, 1885:		
1885.				
Oct.	19.	McCue to Pillow, Nashville, 29	$0 29	
	15.	Robinson to district attorney, Richmond, 65	65	
	17.	Robinson to district attorney, Richmond, 46	46	
		Robinson from Gibson, Richmond, 100	1 00	
		Robinson from Pleasants, Richmond, 30	30	
	23.	Robinson from Wilber, Brooklyn, 35	30	
		Robinson to Wilber, Brooklyn, 29	24	
		Robinson to Tenney, Brooklyn, 40	35	
				$3 59
		G. G. C. Simms:		
	19.	One-half dozen chamois skins		3 00
		James C. Newton:		
Aug.	17.	Repairing ceiling in office, per agreement	25 00	
		Repairing plaster, and kalsomining side walls in second story	17 93	
Oct.	31.	Staining and shellacing floors in three rooms, 212 yards, at 15 cents per yard	31 80	
		Puttying up cracks of border around one room	8 00	
		Removing old color from side walls and ceiling, and pointing up and kalsomining side wall and ceiling in the Solicitor-General's room	33 75	
		Touching up wash-boards back of radiators and hall-room, second story	60	
				117 08
		Hayward & Hutchinson:		
July	1.	1 brass cuspidor	1 50	
		3 nickel cuspidors, at $1	3 00	
	10.	3 nickel cuspidors, at $1	3 00	
Aug.	26.	One-half day plumber and help, forcing out basin	3 00	
Sept.	4.	2 pounds putty, at 8 cents	16	
		One-quarter day plumber and help, forcing out sink	1 50	
	12.	1 soapstone check	2 00	
		1 barrel mortar	1 50	
		25 red brick	50	
		1 circular basket-grate, to order	5 50	
	12.	¾ days, man and help, repairing grate	4 50	
	20.	6 boxes putty-pomade	90	
				27 06
		George W. Knox:		
	26.	Freight paid B. & P. R. R. Co. on one case books		2 31
	20.	Freight on one case books		1 05
		Adam's Express Company: For transportation as follows:		
Oct.	17.	1 box V. 50, D. A. Fischer, Spartanburg, S. C	$3 00	
	24.	1 box, Boston, D. J. Baker	1 55	
				4 55
		J. Hall Semmes:		
July	15.	½ dozen large sponges	3 28	
		½ dozen chamois skins	4 50	
	16.	3 dozen cakes elder-flower soap	4 50	
		3 dozen cakes oatmeal soap	4 50	
	22.	1 dozen palm-leaf fans	30	
		1 box sand soap	5 00	
		1 box sapolio	1 80	
	31.	2 dozen boxes matches	50	
Aug.	10.	1 dozen mops	2 40	
Sept.	17.	1 dozen large sponges	7 78	
	25.	1 clothesline	25	
Oct.	6.	1 dozen large boxes matches	25	
	30.	½ dozen boxes tapers	1 20	
		½ dozen boxes matches (1 gross)	1 00	
Nov.	2.	1 box Babbitt's soap	5 50	

1885.		J. Hall Semmes—Continued.		
Nov.	2.	1 feather duster	$3 00	
	14.	1 dozen brooms	5 00	
		½ dozen medium-sized feather dusters	4 50	
				$55 26
		Henry Coleman :		
	30.	Washing 33 11/12 dozen towels during month of November, 1885, at 30 cents per dozen		10 17
		D. Rickenbacker:		
Dec.	1.	Repairing one clock		3 50
		Washington Gaslight Company:		
Oct.	31.	Gas consumed in Department of Justice building during the month of October, 1885		142 35
Nov.	30.	Gas consumed in Department of Justice building during the month of November, 1885		131 70
		Great Falls Ice Company:		
	30.	5,300 pounds of ice, at 45 cents		23 85
		M. W. Beveridge:		
	25.	2 plated ice-pitchers; 1 at $6.50; 1 at $7.50	$14 00	
Aug.	10.	1 plated ice-pitcher	9 50	
		1 walnut cooler	4 75	
		1 dozen tumblers	85	
	24.	1 cooler stand	2 25	
				31 35
		Ellen Lucas:		
Nov.	30.	Washing for the use of the office of the Solicitor of the Treasury during the month of November, 1885, 10 1/2 dozen towels, at 30 cents per dozen		3 03
		George Watts & Son:		
	19.	1 dozen whisk brooms		1 50
		Woodward and Lothrop:		
	30.	1,368½ yards black print, at 7½ cents	$102 64	
		9½ days' labor of 4 men, at $1.25 each man	47 50	
		5 balls twine, at 35 cents	1 75	
		4 papers tacks, at 20 cents	80	
		3 pounds nails, at 10 cents	30	
		1 paper pins	10	
				153 09
		John Wells:		
Dec.	4.	Hauling 29 loads ashes from engine-room, Department of Justice, at 40 cents		11 60
		W. S. Thompson:		
Oct.	1.	Benzine		25
		Royce and Mareau:		
July	14.	Furnishing one push-button and connecting up messenger-bell in room 6, and removing trouble from wires in room 7	$2 10	
Aug.	11.	Furnishing 1½ pounds insulated wire and connecting 3 desks with electric bells, in general agent's room	2 50	
Sep.	28.	Connecting electric-bell wire in Attorney-General's desk	1 00	
Oct.	13.	Furnishing 1 pound insulated wire, and changing electric-bell wires in rooms Nos. 3 and 8	1 50	
				7 10
		Adams Express Company:		
Nov.	4.	1 bundle from Philadelphia to Department of Justice		35
		Western Union Telegraph Company:		
		For telegraphing during November, 1885:		
	2.	Garland to Carroll, Fort Smith, Ark., 30	39	
		Garland to Hill, Raleigh, 21	21	
	2.	Garland from Hill, Raleigh, 41	41	

1885.		Western Union Telegraph Company—Continued.		
Nov.	2.	Garland from Douglas, Wichita, Kan., 57	$0 86	
		Garland from Barnes, Tucson, Ariz., 1.77	4 43	
	3.	Garland to Barnes, Tucson, Ariz., 35	75	
		Garland to King, Tucson, Ariz., 61	1 53	
		Garland from King, Tucson, Ariz., 29	73	
		Garland from Lamb, Indianapolis, 30	30	
		Garland to Lamb, Indianapolis, 27	27	
		Garland to Rouse, Moberly, Mo., 42	46	
		Howard from Brannigan, Natchez, Miss., 20	24	
	4.	Garland to Williams, Knoxville, 22	22	
		Garland to Hilborn, San Francisco, 15	50	
		Garland to Bliss, Saint Louis, 26	15	
		Garland to Jones, Little Rock, 34	37	
		Garland from Foster, Indianapolis, 17	20	
	6.	Garland from DeWitt, Helena, 18	50	
		Howard to Brannigan, New Orleans, 22	26	
		Goode to Clark and S., New York, 35	25	
	7.	Ewing to De Witt, Butte, Mont., 31	78	
		Garland from White, Vancouver barracks, Wash., 1.79	4 48	
	9.	Garland from White, Vancouver barracks, Wash., 41	1 03	
		Garland to White, Vancouver barracks, Wash., 20	50	
		Garland to House, Little Rock, 20	22	
		Garland from House, Little Rock, 21	23	
		Garland from Shields, Prescott, 33	83	
		Boteler to Pearre, Waco, Tex., 28	45	
	10.	Cochran to Hegeman, Chicago, 18	20	
		Garland to Dorsheimer, New York, 23	13	
		Garland to Meade, Tucson, Ariz., 26	65	
	12.	Howard to Newton, Brooklyn, 31	26	
	13.	Garland to Ireland, Salt Lake, Utah, 33	79	
		Garland to Denson, Gadsden, Ala., 28	28	
		Garland to Burnett, Mobile, Ala., 28	31	
	13.	Garland to Kiernann, New York, 27	17	
		Garland from Meillay, Phœnix, 44	1 10	
		Garland from White, Vancouver, 37	93	
	14.	Garland to Nelms, Atlanta, 21	21	
		Garland to Carland, Yankton, Dak., 49	69	
		Garland to Meillay, Phœnix, Ariz., 38	95	
		Ewing to De Witt, Butte, Mont., 24	60	
	16.	Watson to Howard, New York, 16	10	
		Garland from Carland, Yankton, Dak., 46	64	
	17.	Garland to Settle, Asheville, 20	20	
	18.	Garland to Hilborn, San Francisco, 25	63	
	19.	Garland to McCay, Atlanta, 21	21	
		Boteler to Warden Penitentiary, Chester, Ill., 27	27	
	20.	Howard to Stratton, San Francisco, 30	75	
		Garland to Ireland, Salt Lake, Utah, 58	1 39	
		Garland to Randall, New York, 23	13	
	24.	Garland to Webb, Santa Fé, 19	44	
	25.	Garland to Bliss, Saint Louis, 32	32	
	27.	Clay to Maratta, Yankton, Dak., 17	28	
	28.	Boteler to Sandels, Fort Smith, Ark., 31	40	
		Garland from Sandels, Fort Smith, Ark., 28	36	
	30.	Garland from Miller, Socorro, N. Mex., 69	1 52	
		Garland from Bell, Albuquerque, N. Mex., 33	73	
		Garland to Smith, Albuquerque, N. Mex., 22	48	
		Garland to Donman, Mesilla, N. Mex., 22	68	
		Ewing to Perry, Topeka, 34	44	
		Ewing to Wallace, Brainerd, Minn., 34	48	
				$39 27
	6.	McCue to Hilborn, San Francisco, 21	53	
	17.	McCue to Valentine, Philadelphia, 58	48	
		McCue from Valentine, Philadelphia, 45	35	
	24.	McCue to Darnell, Savannah, 31	31	
	28.	McCue to Hobson, Denver, 40	76	
				2 43

1885.		Chesapeake and Potomac Telegraph Company:		
Oct.	31.	Exchange rental for chief clerk's room, from Oct. 1 to 31, 1885, at $100	$8 34	
		Exchange rental for Solicitor's Office, Treasury Department, from Oct. 1 to 31, 1885, at $60	5 00	
		Exchange rental for Attorney-General's residence, from Oct. 1 to 31, 1885, at $60	5 00	
				$18 34
		Chesapeake and Potomac Telegraph Company:		
Nov.	30.	Exchange rental for chief clerk's room, from Nov. 1 to 30, 1885, at $100	8 34	
		Exchange rental for Solicitor's Office, Treasury Department, from Nov. 1 to 30, 1885, at $60	5 00	
		Exchange rental for Attorney-General's residence, from Nov. 1 to 30, 1885, at $60	5 00	
				18 34
		J. Maury Dove:		
Sept.	26.	1 ton splint coal, put in	8 25	
		½ cord kindling wood, at $7	3 50	
		½ cord sawed pine wood, at $6.50	3 25	
Oct.	*1.*	*1* cord sawed hickory wood	9 00	
Nov.	3.	1 cord sawed hickory wood	9 00	
	9.	$25\frac{1650}{2240}$ tons furnace coal, at $4.43	114 01	
	11.	1 cord sawed hickory wood	9 00	
	20.	$36\frac{1150}{2240}$ tons furnace coal, at $4.43	161 75	
	21.	$3\frac{1}{2}$ tons furnace-coal, at $4.43	15 50	
		Sawing wood, carrying into building and storing same, and storing coal	16 43	
				349 69
		Julius Baumgarten:		
Dec.	17.	1 model dater	5 50	
		1 engraved steel die	6 00	
				11 50
		W. H. Hoeke:		
July	15.	1 matting rug	1 25	
		Laying 186 yards matting, at 5 cents	9 30	
	17.	2 matting rugs, at $1.25	2 50	
	22.	Packing and storing 4 plush, 3 velours curtains	12 50	
		Laying 41 yards old matting, at 5 cents	2 05	
		Cleaning 15 carpets, 867 yards, at 2½ cents	21 68	
		Cleaning 8 carpets, 481 yards, at 3½ cents	16 83	
		127½ yards moth paper, at 10 cents	12 75	
Sept.	26.	Laying 633 yards carpet, at 5 cents	31 65	
		Hanging four pairs curtains, at 75 cents	3 00	
		3 months' storage on 23 carpets, at 25 cents	17 25	
	18.	Laying 715 yards carpet, at 5 cents	35 75	
		Hanging 3 pairs curtains, at 75 cents	2 25	
		Taking up, cleaning, and relaying 84 yards, at 9½ cents	7 98	
Oct.	9.	26 yards velvet border, at $1.50	39 00	
		Sewing 26 yards velvet border, at 5 cents	1 30	
		Laying 62 yards carpet, at 5 cents	3 10	
		27¼ yards velvet border, at $1.50	40 88	
		Altering and laying 64 yards, at 10 cents	6 40	
		20 yards Brussels border, at $1.40	28 00	
		Altering and laying 42 yards, at 10 cents	4 20	
Nov.	5.	Laying 355 yards, at 5 cents	17 75	
		2 office chairs, at $4.50	9 00	
	15.	1 foot-stool	2 00	
Dec.	17.	6 chairs, at $3.50	21 00	
				349 37
		Baltimore & Ohio Express:		
Sept.	12.	Freight on 1 package, Denver, Colo., to Washington, D. C.	2 00	
		Freight on 1 package, Baltimore, Md., to Washington, D. C.	35	
		Freight on 1 package, Chicago, Ill., to Washington, D. C.	1 25	
				3 50

1885.		The Washington Post:		
Aug.	13.	Advertising proposals for fuel, 4 squares daily, till 20th, 7 times	$8 64	
		Advertising proposals for stationary, 2¾ squares daily, till 22d, 9 times	6 82	
		The Sunday Herald:		
	16.	Advertising proposals for stationery, 2 squares, 1 time	2 00	
		Advertising proposals for fuel, 3 squares, 1 time	3 00	
		Henry Coleman:		
Dec.	31.	Washing towels for month of December, 1885, 39½ dozen, at 30 cents per dozen		11 72
		John Wells:		
	31.	Hauling 27 loads ashes from engine-room, Department of Justice, at 40 cents		10 80
		Ellen Lucas:		
	31.	Washing for the use of the Office of the Solicitor of the Treasury during December, 1885, 10⅝ dozen towels, at 30 cents per dozen		3 20
		Chesapeake and Potomac Telegraph Company:		
	31.	Exchange rental for chief clerk's room, from December 1 to 31, 1885, at $100	$8 34	
		Exchange rental for Solicitor's Office, Treasury Department, from December 1 to 31, 1885, at $60	5 00	
		Exchange rental for Attorney-General's residence, from December 1 to 31, 1885, at $60	5 00	
				18 34
		Great Falls Ice Company:		
	31.	5,600 pounds ice for month of December, 1885, at 45 cents		25 20
		Washington Gaslight Company:		
	31.	Gas consumed for month of December, 1885		114 75
1886.		William H. Boyd:		
Jan.	4.	Two copies of District of Columbia Directory for 1886, at $5		10 00
1885.		Hayward & Hutchinson:		
Nov.	17.	1 goose-neck	50	
		4 5-inch squat globes	1 20	
		12 feet of red tubing	1 80	
	23.	1 lead bottom for Bower trap	50	
		One-half day plumber and help, forcing out waste to basin	3 00	
Dec.	1.	1 pound candles	15	
		1 stiff bracket	75	
		1 day plumber and help, making gas extension	6 00	
				13 90
		C. Becker:		
	23.	Repairing mail-bag	1 25	
		New snap and clamp on bag	75	
				2 00
		The Gas Saving Company:		
	9.	Replacing 45-foot meter with new diaphragm valves, &c		40 00
		Western Union Telegraph Company:		
	1.	Garland to Patterson, Key West, 38	76	
		Garland to Hobson, Denver, 27	51	
		Garland to Bell, Albuquerque, 23	48	
		Garland from Bell, Albuquerque, 23	48	
	2.	Clay from Bell, Albuquerque, 74	1 55	
		Clay to Bell, Albuquerque, 34	71	
		Clay to Miller, Socorro, N. Mex., 14	44	
		Garland to Carroll, Fort Smith, 20	26	
		Garland from Patterson, Key West, 38	70	
	3.	Ewing to Hamilton, Walla Walla, 22	55	
		Boteler to Parlange, New Orleans, 31	37	

1885.			
		Western Union Telegraph Company—Continued.	
Dec.	4.	Howard to Brannigan, Memphis, 30	$0 30
		Howard to Green, Seattle, 46	1 15
		Howard to Green, Seattle, 78	1 95
	5.	Garland to Green, Seattle, 104	2 60
		Howard to Brannigan, Louisville, 42	42
		Howard to Brannigan, Louisville, 19	20
	7.	Howard from Brannigan, Louisville, 19	20
		Howard to Brooks, Memphis, 21	21
		Garland to Greene, Seattle, 39	98
	8.	Garland to Jackson, San Antonio, 18	36
		Garland to Nelms, Atlanta, 25	25
		Garland to Campbell, Cheyenne, 64	1 15
		Garland from Campbell, Cheyenne, 30	54
		Wilson to Stevens, Boston, 34	34
	9.	Garland to Nelms, Atlanta, 27	27
		Garland from Busbee, Raleigh, 42	42
		Garland from Campbell, Cheyenne, 71	1 28
		Garland to Campbell, Cheyenne, 29	52
	10.	Garland to Campbell, Cheyenne, 68	1 22
		Garland to Busbee, Raleigh, 16	20
		Garland to Pollard, Delphi, Ind., 19	20
		Garland to McComb, Montgomery, Tex., 17	40
		Garland from Salem, Galveston, 35	56
		Watson to Wilveaux, A. & M., New York, 29	19
		Wilson to Stevens, Boston, 27	27
		Howard to Brannigan, Vicksburg, 15	22
	11.	Howard to Brannigan, Vicksburg, 29	32
		Garland to Lamb, Indianapolis, 36	36
	12.	Garland to Carland, Bismarck, 53	90
		Garland from Rouse, Prescott, 34	85
	14.	Garland to Rouse, Prescott, 17	50
		Garland to Lambertson, Lincoln, Nebr., 21	29
		Howard from Brannigan, Pulaski, Tenn., 34	34
	15.	Garland to Powers, Ogden, Utah, 11	46
		Garland to Hawley, Lewiston, 52	1 30
	16.	Garland to Hawkins, Indianapolis, 23	23
		Howard to Brannigan, Pulaski, Tenn., 20	20
		Howard from Brannigan, Pulaski, Tenn., 21	21
	21.	Garland from Dundy, Omaha, 32	42
		Garland from Dubois, Huntington, Oreg., 126	3 15
	22.	Garland to Dubois, Blackfoot, Idaho, 38	95
		Garland to Hawley, Lewiston, Idaho, 66	1 65
		Garland to Kelly, Portland, Oreg., 23	58
		Garland to Pollard, Delphi, Ind., 17	20
		May to Gable, Baltimore, Md., 21	11
	23.	Garland to Dorsheimer, New York, 22	12
		Garland to Hamilton, Seattle, 22	55
		Garland to Dundy, Omaha, 34	44
		Garland to Bierbower, Omaha, 35	46
		Garland from Bierbower, Omaha, 46	60
		Garland from Hilborn, San Francisco, 34	85
		Garland from Hawley, Hailey, 54	1 35
	24.	Garland to Hawley, Hailey, 45	1 13
		Garland to Hilborn, San Francisco, 16	50
	26.	Garland to Dickson, San Francisco, 21	53
		Garland to Dundy, Omaha, 22	29
		Garland to Rouse, Prescott, 27	68
		Ewing to Rouse, Prescott, 32	80
	28.	Garland to Carr, Cheyenne, 25	45
		Garland to Meade, Tucson, 29	73
		Garland to McCay, Atlanta, 69	69
		Garland to Hull, Atlanta, 22	22
		Garland from Hull, Atlanta, 56	56
		Brannigan to Howard, Little Rock, 18	22
	30.	Garland to West, Milwaukee, 26	26
		Garland to Carroll, Fort Smith, 15	26
			$47 92

1885.		Western Union Telegraph Company—Continued.		
Dec.	2.	McCue to Rouse, Prescott, 45	$1 13	
	7.	McCue to Rouse, Prescott, 22	55	
		McCue from Rouse, Prescott, 54	1 35	
		McCue from Hobson, Denver, 84	1 60	
	8.	McCue to Hobson, Denver, 68	1 29	
	12.	McCue to Griffith, New York, 22	12	
		McCue from Griffith, New York, 27	17	
	15.	McCue from Hobson, Denver, 51	46	
	16.	McCue to Hobson, Denver, 51	97	
		McCue from Hobson, Denver, 96	1 82	
		McCue from Jackman, San Antonio, 20	36	
	17.	McCue to Hobson, Denver, 66	1 25	
				$11 07
		Adams Express Company: For freight charges for transportation of property as follows:		
	10.	One box L. C. Chalmers, Knoxville, Tenn	3 25	
	31.	One box, Knoxville, Major F. Strong	2 95	
				6 20
		Southern Telegraph Company:		
Oct.	16.	Message, Strong, Albany, to Ewing		25
1886.		Wyckoff, Seamans & Benedict:		
Jan.	5.	Repairs on type-writer No. 4473	$3 50	
		Remodeling type-writer No. 3417	28 00	
	11.	One-half dozen black record ribbons for type-writer	6 00	
	14.	Two reams No. 3 legal, unruled paper, at $1.50	3 00	
		One dozen sheets Underwood's semi-carbon paper	50	
	18.	Four red copying ribbons for type-writer	4 00	
				45 00
		D. Rickenbacher:		
	15.	Repairing two French clocks, one in Mr. Goode's and one in Mr. Maury's room		12 75
		Easton & Rupp:		
	23.	One hundred rolls of toilet paper		12 00
		Henry Coleman:		
	30.	Washing $37\frac{5}{12}$ dozen towels for Department of Justice during January, 1886, at 30 cents per dozen		11 22
		H. B. Jordan:		
		Ten hours' work for self and helper in re-lining guide-posts and overhead sheaves and wedging blocks in wall on east side of elevator-shaft, and bolting same with 8-inch lag screws to main wall of building	$10 00	
		Four lag screws and one rubber bumper	60	
				10 60
		Hayward & Hutchinson:		
	9.	1 circle frame basket grate	27 50	
	11.	2 No. 18-inch coal-hods, at 85 cents each	1 70	
		1 blower stand	75	
	21.	6 pounds $1\frac{1}{4}$ lead pipe	60	
		1 half ell, 10 cents; 1 half thimble, 30 cents; 1 basin plug, 25 cents	65	
		1 glass, for Bower trap	1 25	
		3 pounds solder, 75 cents; 1 quart plaster, 10 cents	85	
		1 pound putty, 8 cents; repairs to cock, 75 cents	83	
		3 basin clamps, at 15 cents	45	
		1 half-inch fire stop-cock	85	
		$1\frac{1}{2}$ days, plumber and help, putting up basin	9 00	
	28.	3 brass cuspidores, at $1.50	4 50	
				48 93
		Royce & Marean:		
	2.	Recharging electric bell battery	1 50	
	18.	Furnishing the necessary material and connecting rooms 5 and 7 with electric enunciator	3 00	
				4 50

1886.		John Wells:		
Jan.	31.	Hauling 29 loads ashes from engine room, Department of Justice, during January, 1886, at 40 cents		$11 60
		Great Falls Ice Company:		
	31.	5,700 pounds ice, during January, 1886, at 45 cents		25 65
		Washington Gaslight Company:		
	31.	Gas consumed during the month of January, 1886, as per bill		76 80
		Baltimore and Ohio Express:		
Nov.	19.	1 package from Little Rock, Ark., to Washington		25
		Chesapeake and Potomac Telephone Company:		
Jan.	31.	Exchange rental for chief clerk's room from January 1 to 31, 1886, at $100	$8 33	
		Exchange rental for Solicitor's office, Treasury Department, from January 1 to 31, 1886, at $60	5 00	
		Exchange rental for Attorney-General's residence from January 1 to 31, 1886, at $60	5 00	
				18 33
		Wyckoff, Seamans & Benedict:		
	30.	Remodeling type-writer, No. 2, No. 2,596		28 00
		Ellen Lucas:		
		Washing for the use of the Solicitor of the Treasury during the month of January, 1886, $8\frac{1}{2}$ dozen towels, at 30 cents per dozen		2 43
1885.		Baltimore and Ohio Telegraph Company:		
July	29.	Garland to Bunn, Buffalo, 21		21
		Adams Express Company:		
1886.		For transportation, as follows:		
Jan.	7.	1 box, G. L. Douglas, Wichita, Kans	$1 50	
	8.	1 package, Cincinnati, Ohio, L. Cochran	25	
	22.	1 package, New York, Department of Justice	1 75	
				3 50
		Western Union Telegraph Company:		
	2.	Ewing to Chalmers, Nashville, 32	32	
		Ewing to Dewees, Pottsville, Pa., 15	20	
		Garland to Lambertson, Lincoln, Nebr., 25	35	
	4.	Garland to McEwen, Albany, 41	41	
		Garland from Hawley, Portland, 97	2 43	
	6.	Garland from Van Hoorbeke, Springfield, 37	37	
		Garland from Van Hoorbeke, Springfield, 22	22	
		Howard to Watson, New Orleans, 20	24	
		Ewing to Wallace, Evanston, 35	81	
	7.	Howard to Brannigan, Hagerstown, 21	21	
		Baker from Swenson, Austin, 27	49	
		Garland from Hawley, Portland, 35	88	
	7.	Garland to Hawley, Portland, 37	93	
		Garland to Van Hoorbeke, Springfield, 16	20	
	8.	Garland from Van Hoorbeke, Springfield, 35	35	
	9.	Garland to Van Hoorbeke, Springfield, 36	36	
		Garland to Sawyer, Boston, 21	21	
		Garland to Hawley, Portland, 40	1 00	
	11.	Garland from Tuthill, Chicago, 72	72	
	12.	Garland to Tuthill, Chicago, 21	21	
	16.	Garland to Van Hoorbeke, Springfield, 30	30	
		Garland from Van Hoorbeke, Springfield, 25	25	
	18.	Garland from Strong, Bismarck, 30	51	
		Garland to McEwen, Albany, 27	27	
	19.	Garland to Hilborn, San Francisco, 25	63	
		Garland from Hilborn, San Francisco, 23	58	
		Garland from Matthews, Lincoln, 53	74	
	20.	Goode to Dundy, Lincoln, 23	32	
		Goode to Smith, Santa Fé, 18	42	
		Goode to Carr, Cheyenne, 135	2 43	

1886.		Western Union Telegraph Company—Continued.		
Jan.	22.	Goode to Smith, Santa Fé, 30	$0 63	
	25.	Cochran to Gehan, New Orleans, 28	34	
		Garland to Dundy, Lincoln, 27	38	
		Garland from Bentley, Denver, 32	61	
	28.	Garland to Sandels, Fort Smith, 34	44	
		Garland to Hawley, Boisé City, 36	1 26	
				$21 02
	2.	Robinson to McCue, New York, 33	23	
	8.	McCue to Sanger, Boston, 22	22	
	25.	McCue to Sanger, Boston, 25	25	
	29.	McCue to Dorsheimer, New York, 34	24	
				90
		[This account was settled at 90 cents.]	94	
		Julius Baumgarten:		
Feb.	10.	1 mammoth self-inker		10 00
1885.		J. Maury Dove:		
Dec.	12.	½ cord sawed pine wood (2 pieces)	3 25	
		½ cord kindling wood	3 50	
	14.	½ cord kindling wood	3 50	
		½ cord sawed pine wood (2 pieces)	3 25	
		1 cord sawed hickory wood (3 pieces)	9 00	
	28.	1 ton splint coal, stored	8 25	
1886.				
Jan.	8.	$41\frac{900}{2240}$ tons furnace coal, at $4.43	183 40	
	12.	½ cord sawed hickory (3 pieces)	4 50	
	14.	1½ cord sawed hickory (3 pieces), at $9	13 50	
				232 15
1885.		Baltimore and Ohio Express:		
Dec.	26.	1 package, from New York to Washington, D. C		35
1886.		Henry Coleman:		
Feb.	27.	Washing $34\frac{1}{6}$ dozen towels, during month of February, 1886, at 30 cents		10 25
		John Wells:		
	27.	Hauling 29 loads ashes from engine room, Department of Justice, for month of February, 1886, at 40 cents		11 60
		Great Falls Ice Company:		
	28.	5,200 pounds ice for February, 1886, at 45 cents		23 40
		Washington Gaslight Company:		
	27.	For gas consumed in Department of Justice building, during month of February, 1886, as per bill		68 40
		James C. Newton:		
	23.	Glazing 1 glass door, double thick glass, 16 by 52 inches, first floor at entrance to elevator hall		4 00
		Chesapeake and Potomac Telegraph Company:		
	28.	Exchange rental for chief clerk's room from February 1 to 28, 1886, at $100	$8 33	
		Exchange rental for solicitor's office, Treasury Department, from February 1 to 28, 1886, at $60	5 00	
		Exchange rental for Attorney-General's residence, from February 1 to 28, 1886, at $60	5 00	
				18 33
		Wyckoff, Seamans & Benedict:		
	6.	1 dozen sheets carbon paper, No. 573	50	
		5 reams No. 3 unruled legal paper, No. 579	7 50	
		1 dozen black copying ribbons, No. 589	9 00	
				17 00

1885.		Ellen Lucas:		
Mar.	1.	Washing for use of the office of Solicitor of Treasury during month of February, 1886, 10 and $\frac{5}{12}$ dozen towels, at 30 cents per dozen		$3 12
		C. A. Schneider's Sons:		
Jan.	22.	1 cast-iron form for pump packing and turning same		5 00
		Adams Express Company:		
		For transportation as follows:		
Feb.	1.	1 package, D. A. Fisher, Tucson, Ariz	$2 90	
	5.	1 package, G. B. Lowry, New York	25	
	23.	1 package from Boston, A. J. Bentley	80	
				3 95
1885.		James B. Lambie:		
Aug.	8.	6½ pounds asbestos packing, at 30 cents	1 95	
		1 package asbestos packing	20	
	18.	1 eylet set and punch	2 50	
	19.	100 rolls W. C. paper	15 50	
	21.	6 pounds nails, 30 cents; 5 ounces cyannide potassa, 35 cents	65	
		1 pound Paris white	15	
	24.	1 street-washer key	25	
	26.	1 glue-pot	1 25	
	27.	½ bushel charcoal	25	
	29.	3 Morse twist-drills	75	
Sept.	7.	½ gallon asphalt varnish, 75 cents; ½ dozen machine bolts, 50 cents	1 25	
		1 dozen copper rivets, 15 cents; 1 rivet set, 60 cents	75	
	12.	2 machine taps, $1.30; 1 gauge-glass and washers, 50 cents	1 80	
		50 feet brass safety-chain at 12½ cents	6 25	
		4 screw pulleys, 60 cents; 2 machine bolts, 20 cents	80	
	14.	4 screw hooks, 20 cents; 1 brad awl, 10 cents	30	
		1 screw-driver, 35 cents; 200 hooks and eyes, 80 cents	65	
	15.	1 screw-driver, 30 cents; 2 paint brushes, $1	1 30	
	17.	8 irons for water-tank	8 00	
		Sharpening 7 chisels	75	
		Repairing pipe-tongs	1 25	
		New end to fire-rake	1 00	
		Making new drill	90	
		Altering drill	15	
	22.	1 can Albany grease	1 75	
	23.	2 balls asbestos wick	40	
	25.	2 balls wick, 40 cents; 2 tack hammers, $1	1 40	
	28.	1 tack hammer	25	
Oct.	6.	2 scoop shovels, at $2.50	5 00	
	7.	6 flat files, $1.35; 12 brushes, assorted, $2.80	4 15	
	22.	1 gallon turpentine, 60 cents; 2 pounds burnt sienna, 50 cents	1 10	
		5 pounds burnt umber, at 20 cents	1 00	
Nov.	2.	1 piece asbestos packing	50	
	30.	20 feet hose and connections	5 78	
Dec.	4.	20 feet weather strip, at 6 cents	1 20	
		2 flat files, 50 cents; ½ dozen rivets, 10 cents	60	
				71 73
1886.		Western Union Telegraph Company:		
Feb.	1.	McCue to Bliss, New York, 25	15	
		McCue to Parlange, New Orleans, 51	61	
		McCue from Parlange, New Orleans, 59	71	
	2.	McCue to Parlange, New Orleans, 21	25	
	6.	McCue to Parlange, New Orleans, 31	37	
		McCue from Parlange, New Orleans, 22	26	
	8.	McCue to Parlange, New Orleans, 17	24	
	23.	McCue to Wickliffe, Louisville, 23	23	
				2 82

1886.		Western Union Telegraph Company—Continued.		
Feb.	1.	Garland to Rouse, Tucson, 45	$1 13	
	2.	Garland from Rouse, Tucson, 72	1 80	
	6.	Garland to Redding, San Francisco, 14	50	
	8.	Goode from Thurman, Columbus, Ohio, 28	28	
		Goode to Thurman, Columbus, Ohio, 16	20	
		Goode to Thurman, Columbus, Ohio, 18	20	
		Garland to Parlange, New Orleans, La., 23	28	
		Garland to Parlange, New Orleans, La., 18	24	
		Garland to Heswig, New Orleans, La., 53	64	
		Garland from Parlange, New Orleans, La., 25	30	
		Garland from Parlange, New Orleans, La., 57	64	
		Garland from White, Seattle, Wash., 34	85	
		Garland from Greene, Seattle, Wash., 32	80	
	9.	Garland from Hilborn, San Francisco, 55	1 38	
		Garland to Parlange, New Orleans, 31	37	
	10.	Garland to Smith, Dillon, Mont., 31	78	
		Goode to Lowry, New York, 24	14	
	11.	Garland to Jackman, Austin, Tex., 32	58	
	11.	Garland to Meade, Lincoln, 35	88	
		Garland from Parlange, New Orleans, 44	53	
	12.	Garland from Campbell, Cheyenne, 90	85	
	15.	Garland to McComb, Jefferson, Tex., 28	39	
		Garland to Fountain, Santa Fé, 42	88	
		Garland from Smith, Sante Fé, 73	1 53	
		Garland from Mahon, New York, 31	21	
		Garland from Lewis, Madison, 30	30	
		Garland to Lewis, Madison, 38	38	
	16.	Garland to Lyons, Richmond, 25	25	
	17.	Garland to United States attorney, Salt Lake, Utah, 17	48	
	19.	Garland to Gates, Kansas City, Mo., 39	47	
		Garland to Pleasants, New Orleans, 42	50	
		Garland to Hawkins, Indianapolis, 29	29	
		Garland from Hawkins, Indianapolis, 29	29	
	22.	Garland from Sawyer, San Francisco, 52	1 30	
	23.	Ewing to Chalmers, Jackson, Miss., 29	32	
		Garland from Greene, Seattle, 57	1 43	
		Garland from Nelms, Saint Paul, 34	41	
	24.	Garland to Baxter, Saint Paul, 19	24	
		Garland to Redding, New York, 27	17	
		Garland to Sawyer, San Francisco, 16	50	
	25.	Garland to Smith, Santa Fé, 41	86	
		Garland from Smith, Santa Fé, 84	1 76	
	26.	Boteler to Smith, Santa Fé, 44	92	
		Garland to Jones, Topeka, 31	40	
	27.	Garland to Sawyer, San Francisco, 31	78	
		Ewing to Perry, Charleston, 39	39	
				$28 82
		Hayward and Hutchinson:		
	17.	To 1 sheet tin, 25 cents; 2 pounds solder, 50 cents	75	
		Half pint acid, 15 cents; 3 pounds spout hooks, 30 cents	45	
		Six hours, tinner and help, repairing spout	3 60	
				4 80
1885.		Baltimore and Ohio Telegraph Company:		
Oct.	20.	McCue to H. C. Jones, Charlotte, N. C., 30		30
1886.				
Jan.	6.	Ewing to Brown, Woodstock, Md., 32	$0 32	
Feb.	3.	Goode to Lowry, New York, 27	17	
	20.	Goode to Lowry, New York, 109	99	
	23.	Goode to Lowry, New York, 20	10	
				1 58
		J. Maury Dove:		
	28.	2 tons splint coal, put in at $8.25	16 50	
		$34\frac{920}{2240}$ tons furnace, at $4.43	152 43	
		3 cords sawed hickory (3 pieces), at $9	27 00	

1886.	J. Maury Dove—Continued.		
Mar. 27.	2 cords sawed hickory (3 pieces), at $9	$18 00	
	1 ton W. A. stove, at $5.25	5 25	
	$48\frac{160}{2240}$ tons furnace, at $4.43	212 95	
			$432 13
	John Wells:		
31.	Hauling 29 loads ashes from engine-room, Department of Justice, for month of March, 1886, at 40 cents		11 60
	Henry Coleman:		
31.	Washing $36\frac{2}{3}$ dozen towels during the month of March, 1886, at 30 cents per dozen		11 00
	Great Falls Ice Company:		
31.	5,800 pounds ice for March, 1886, at 45 cents		26 10
	Washington Gaslight Company:		
31.	49,400 feet of gas consumed at No. 1507 Pennsylvania avenue, Department of Justice, in the month of March, at $1.50 per 1,000 feet		74 10
	Chesapeake and Potomac Telephone Company:		
31.	Exchange rental for chief clerk's room from March 1 to 31, 1886, at $100	$8 33	
	Exchange rental for Solicitor's office, Treasury Department, from March 1 to 31, 1886, at $60	5 00	
	Exchange rental for Attorney-General's residence from March 1 to 31, 1886, at $60	5 00	
			18 33
	Adams Express Company:		
	For transportation, as follows:		
4.	2 boxes, J. M. Heiskell, San Antonio, Tex	19 75	
5.	1 package, San Francisco, F. Strong	2 50	
10.	1 package, Boston, Department of Justice	90	
18.	1 package, Columbus, J. Goode	25	
23.	1 package, G. P. Lowry, New York	25	
29.	1 bale, Boston, Department of Justice	1 15	
26.	1 package, Columbus, Ohio, J. Goode	25	
			25 05
	Western Union Telegraph Company:		
2.	Howard from Brannigan, Cincinnati, Ohio, 28		28
3.	Garland to United States Attorney, Las Cruces, 19		44
	Garland to Fountain, Las Cruces, 39		86
	Garland from Smith, Las Cruces, 48	1 06	
	Garland from Meade, Tombstone, 29		73
	Garland to Meade, Tucson, 29		73
	Garland to Greene, Seattle, 19		50
4.	Garland to Ireland, Salt Lake, Utah, 21		50
	Garland from Hobson, Pueblo, Col., 39		78
8.	Garland to Bird, Pensacola, Fla., 16		20
	Garland to Bethel, Tampa, Fla., 13		80
	Garland from Bethel, Tampa, Fla., 65	2 60	
	Ewing from Strong, Jacksonville, Fla., 29		29
	Howard to Northrup, Brooklyn, 29		24
9.	Ewing to Perry, Jacksonville, 35		35
	Garland to Nelms, Atlanta, 24		24
	Garland to Hobson, Denver, 29		55
	Garland to Fisher, San Francisco, 17		50
10.	Garland from Sawyer, San Francisco, 60	1 50	
	Garland to Bethel, Tampa, Fla., 34	1 36	
	Garland to Williams, Key West, Fla., 27		54
11.	Garland to Jackman, San Antonio, 35		63
	Garland to Strong, Pensacola, 67		67
	Garland from Strong, Pensacola, 1.16	1 16	
	Ewing from Strong, Pensacola, 33		33
	Howard from Wadleigh, Boston, 40		40
	Howard to Wadleigh, Boston, 36		36

1886.		Western Union Telegraph Company—Continued.		
Mar.	12.	Ewing to Chalmers, Shreveport, 32	$0 42	
		Garland to Wallace, Helena, 45	1 13	
		Garland to Greene, Seattle, 53	1 33	
	13.	Garland from Greene, Seattle, 48	1 20	
		Garland from Strong, Tampa, Fla., 20	1 12	
	15.	Garland to Strong, Tampa, Fla., 33	1 32	
		Garland from Smith, Las Cruces, N. M., 58	1 28	
		Garland from Greene, Seattle, Wash., 55	1 38	
		Garland from Greene, Seattle, Wash., 25	63	
		Goode to Thurman, Columbus, 27	27	
		Boteler to Sandels, Fort Smith, Ark., 24	31	
		Boteler from Sandels, Fort Smith, Ark., 29	38	
	16.	Garland from Wallace, Green River, Wyo., 35	77	
		Garland from Bethel, Key West, 52	1 04	
		Garland to Bethel, Key West, 39	78	
		Garland to Field, Albuquerque, 33	66	
	17.	Garland to Bethel, Key West, 32	64	
		Garland from Strong, Key West, 26	52	
		Garland from Herndon, Prescott, 36	90	
	18.	Garland to Herndon, Prescott, 18	50	
	18.	Garland to Dickson, Salt Lake, Utah, 25	60	
		Garland from Strong, Tampa, Fla., 64	2 56	
		Cochran to Palmer, New York, 28	18	
	19.	Garland to Parker, New York, 39	29	
		Garland to Fisher, San Francisco, 33	83	
		Garland to Bethel, Key West, 42	84	
		Garland from Bethel, Key West, 53	1 06	
	20.	Garland from Bethel, Key West, 53	1 06	
		Garland to Belhet, Key West, 28	56	
	22.	Clay to Baker, Dallas, Tex., 28	45	
	23.	Clay from Baker, Dallas, Tex., 24	38	
	24.	Garland to Wallace, Green River, Wyo., 20	44	
	25.	Garland from Franks, San Francisco, 37	93	
		Goode to Dubois, Boisé City, 20	70	
		Howard to Jacobs, New York, 26	16	
	27.	Garland to Heiskell, San Antonio, 31	56	
		Garland to Wallace, Green River, Wyo., 28	62	
	29.	Garland from Wickliffe, Louisville, 20	20	
		Goode to Wickliffe, Louisville, 20	20	
		Ewing to McKenney, San Antonio, 25	45	
	31.	Garland from Hill, Atlanta, 128	1 28	
		Garland from McKay, Atlanta, 72	72	
		Garland from Williams, Key West, 28	56	
		Goode to Richardson, Raleigh, 19	20	
	3.	Garland from Keller, Birmingham, 50	50	
			———	$51 51
	9.	McCue to Rouse, Tucson, Ariz., 34	85	
		McCue to Bliss, Saint Louis, 35	35	
	12.	McCue to Shields, Cleveland, 27	27	
		McCue from Rouse, Tucson, Ariz., 27	68	
	15.	McCue to Fletcher, Saint Louis, 25	25	
	16.	McCue to Rouse, Tucson, Ariz., 19	50	
	20.	McCue from Rouse, Tucson, Ariz., 27	68	
	20.	McCue to Bliss, Saint Louis, 29	29	
	27.	McCue to Valentine, Philadelphia, 37	27	
		McCue from Valentine, Philadelphia, 65	55	
	29.	McCue from Valentine, Philadelphia, 31	21	
		McCue to Valentine, Philadelphia, 20	10	
	30.	McCue to Wickliffe, Louisville, 28	28	
	31.	McCue to Hilborn, San Francisco, 24	60	
			———	5 88
		James B. Lambie:		
Jan.	8.	2 brushes, at 50 cents	1 00	
	9.	2 snow-shovels, at 50 cents	1 00	
	22.	1 dozen mouse-traps	1 00	
	30.	½ dozen japanned dust-pans	90	

1886.		James B. Lambie—Continued.		
Feb.	6.	1 soldering-iron and handle	$2 00	
		1 call-bell	3 75	
	9.	1 chest-lock	75	
	24.	1 brass-bound cedar pail	50	
	27.	3 dozen picture nails, assorted	64	
Mar.	2.	Labor and material and setting two stoves	6 50	
	3.	½ dozen screws, at 10 cents	15	
	20.	2 pounds plumbago packing, at 75 cents	1 50	
	26.	Lengthening rake and poker	2 25	
	27.	1 lantern	90	
				$22 84
		Wyckoff, Seamans & Benedict:		
	3.	2 dozen rubber bands for T. W., order No. 7	20	
	9.	Repairs on T. W	2 50	
	15.	Remodeling T. W., No. 5786, order No. 541	28 00	
	8.	Remodeling T. W., No. 438, order	28 00	
				58 70
1885.		Willett & Ruoff:		
Dec.	16.	Storage on one large rug, and cleaning same to prevent its being destroyed by moths		10 00
1886.		Ellen Lucas:		
Apr.	13.	Washing for the use of the office of the Solicitor of the Treasury during the month of March, 1886, 12½ dozen towels, at 30 cents per dozen		3 88
1885.		J. Hall Semmes:		
Dec.	10.	3 dozen cakes toilet soap	$4 50	
	23.	1 large size feather duster	3 00	
1886.				
Jan.	9.	1 dozen mops	2 40	
	19.	3 dozen boxes toilet soap (¾ gross)	13 50	
Feb.	11.	2 dozen large boxes matches	50	
	23.	1 dozen whisk brooms	4 00	
Mar.	6.	1 box Babbitt soap	5 50	
		4 buckets, $1; ½ dozen candles, 35 cents	1 35	
	19.	2 dozen boxes matches	50	
				35 25
		William C. McCauley:		
Apr.	22.	Cleaning, patching, and repairing the entire roof, and painting same, and pointing up flasking on chimneys, &c		134 00
		Henry Coleman:		
	30.	Washing 32½ dozen towels for Department of Justice for month of April, 1886, at 30 cents		9 77
		John Wells:		
May	1.	Hauling 29 loads ashes from engine-room, Department of Justice, during month of April, 1886, at 40 cents		11 60
		E. S. Smith:		
		Hanging 36 window awnings, at 12 cents		4 32
		A. H. Stephens:		
Apr.	28.	Cutting grass with scythe and cleaning walks in and around Department of Justice lot		5 00
		Washington Gaslight Company:		
	30.	43,000 feet of gas consumed at 1507 Pennsylvania avenue, Department of Justice, in the month of April, 1886, at $1.50 per 1,000 feet		64 50
		Great Falls Ice Company:		
	30.	5,600 pounds ice, at 45 cents		25 20

1886.		Hayward & Hutchinson:		
Apr.	3.	1 gas key, 75 cents; 1 taper holder, 35 cents	$1 10	
		3 boxes tapers, $1.20; 6 candles, 72 cents	1 92	
	5.	1 3-lb. lead cup for trap	1 00	
	24.	1 quart plaster, 10 cents; 1 pound putty, 5 cents	15	
		One-half day plumber and help repairing basin	3 00	
		Charcoal, acid, and solder	50	
		3½ hours, tinner and help strapping and cleaning out gutters	2 10	
				$9 77
		Ellen Lucas:		
	30.	Washing for the use of the office of the Solicitor of the Treasury during the month of April, 1886, 10 $\frac{9}{12}$ dozen towels at 30 cents per dozen		3 23
		Adams Express Company:		
	8.	1 parcel, Hon. A. G. Thurman, Columbus, Ohio	$0 30	
		1 parcel, G. P. Lowry, New York	40	
	23.	1 parcel, New York, A. H. Garland	25	
	28.	1 parcel, J. W. Nightingale, Boston, Mass	35	
				1 30
		Baltimore and Ohio Telegraph Company:		
Mar.	15.	Goode from Thurman, Columbus, 29	29	
	17.	Goode to Lowry, Baltimore, 20	10	
		Goode to Thurman, Columbus, 37	37	
	18.	Goode to Thurman, Columbus, 50	50	
	19.	Goode from Thurman, Columbus, 27	26	
	20.	Goode from Thurman, Columbus, 32	32	
		Goode to Thurman, Columbus, 26	26	
	22.	Goode to Thurman, Columbus, 20	20	
	23.	Goode from Thurman, Columbus, 22	21	
		Goode to Thurman, Columbus, 20	20	
				2 71
Apr.	12.	Goode to Thurman, Columbus, 26	26	
		Goode to Thurman, Columbus, 26	26	
		Goode from Thurman, Columbus, 31	30	
		Goode from Thurman, Columbus, 36	35	
	27.	Strong from Nightingale, Boston, 33	32	
				1 49
		Baltimore and Ohio Express Company:		
	19.	Two chests from San Antonio, Tex., to Washington, D. C		18 00
		Western Union Telegraph Company:		
Feb.	15.	Field to Deady, Portland, Oreg., 65	1 63	
Mar.	15.	Field to Sawyer, San Francisco, 80	2 00	
				3 63
Apr.	1.	Goode to United States Attorney, Seattle, Wash., 26	65	
		Goode to McKay, Atlanta, 46	46	
		Goode to Williams, Key West, 21	42	
	2.	Goode to Walker, New York, 27	17	
	5.	Goode from Brown, Moundsville, W. Va., 31	31	
		Goode to Brown, Moundsville, W. Va., 50	50	
		Goode to Hawley, Lewiston, Idaho, 43	1 10	
		Howard to Meyers, Philadelphia, 32	22	
		Howard to Douglas, Wichita, Kans., 22	33	
	6.	Garland from Hilborn, San Francisco, 48	1 20	
	7.	Garland from Hilborn, San Francisco, 42	1 05	
		Goode to Flick, Clarksburg, 21	42	
		Goode to Brown, Moundsville, 30	30	
	8.	Goode to Williams, Key West, 15	40	
		Goode to Hilboin, San Francisco, 25	63	
		Boteler to Smith, Dillon, Mont., 28	70	
		Garland from Williams, Key West, 27	54	
	9.	Garland from House, Little Rock, 32	35	
		Garland to Settle, Greensburg, N. C., 16	20	
		Garland to Carroll, Fort Smith, 28	36	
	10.	Garland to Carroll, Fort Smith, 30	39	
		Garland to Meade, Tucson, Ariz., 25	60	

1886.	Western Union Telegraph Company—Continued.		
Apr. 12.	Garland from Parlange, New Orleans, 34	$0 41	
	Garland from Parlange, New Orleans, 62	74	
	Goode to Couzins, Saint Louis, 31	31	
	Goode to Hobson, Denver, 31	56	
13.	Goode to Franks, San Francisco, 21	53	
	Goode to Jackman, El Paso, 24	50	
	Howard to Hawley, Chicago, 37	37	
14.	Goode to Ireland, Salt Lake, Utah, 28	67	
	Boteler to Sandels, Fort Smith, Ark., 39	51	
	Boteler from Sandels, Fort Smith, Ark., 23	30	
15.	Goode to Jackman, San Antonio, 24	41	
	Douglas to Williams, Dallas, 44	70	
16.	Douglas to Black, Detroit, 32	32	
	Douglas to Child, San Francisco, 34	85	
	Douglas to House, Little Rock, 38	42	
	Douglas from House, Little Rock, 31	34	
	Goode from Parlange, New Orleans, 52	62	
	Goode from George, Seattle, 26	65	
	Goode to George, Seattle, 53	1 33	
17.	Goode to Parlange, New Orleans, 23	28	
19.	Goode to Ireland, Salt Lake, Utah, 37	89	
	Boteler to Carroll, Fort Smith, Ark., 44	57	
	Boteler to Carroll, Fort Smith, Ark., 57	66	
	Boteler from Carroll, Fort Smith, Ark., 32	42	
	Boteler from Carroll, Fort Smith, Ark., 28	36	
20.	Boteler from Carroll, Fort Smith, Ark., 30	39	
	Boteler to Carroll, Fort Smith, Ark., 45	59	
	Garland from Ireland, Salt Lake, Utah, 45	1 08	
21.	Garland from Hilborn, San Francisco, Cal., 44	1 10	
	Douglas from Lambertson, Lincoln, 35	46	
	Goode to Wilbur, Brooklyn, 22	17	
	Goode to Pleasants, New Orleans, 19	24	
	Goode to Carroll, Fort Smith, Ark., 21	27	
22.	Goode to Carroll, Fort Smith, Ark., 27	35	
	Goode to Sandels, Fort Smith, Ark., 30	39	
	Goode to Maratta, Yankton, 22	31	
	Goode to Fletcher, Little Rock, 37	41	
	Goode to Jones, Topeka, Kans., 21	27	
	Douglas to Perry, Topeka, Kans., 21	27	
	Douglas from Perry, Topeka, Kans., 24	31	
	Douglas to Lambertson, Lincoln, 63	82	
23.	Douglas from Lambertson, Omaha, Nebr., 43	56	
	Douglas from House, Little Rock, 60	66	
	Douglas to House, Little Rock, 23	25	
	Douglas to Carroll, Fort Smith, 31	40	
24.	Douglas to Baxter, Saint Paul, 42	50	
	Douglas to Williams, Lincoln, Nebr., 53	69	
26.	Garland from Bethel, Key West, 30	60	
29.	Garland from Parlange, New Orleans, 54	49	
	Boteler from Mitchell, Chester, Ill., 17	20	
	Boteler to superintendent penitentiary Menard, Ill., 20	20	
30.	Garland to Parlange, New Orleans, 28	34	
	Garland to Allen, Montgomery, 29	29	
	Garland from Barnes, Tucson, Ariz., 73	1 75	
	Howard from Bailey, New York, 25	15	
	Howard to Brevoort House, New York, 21	11	
		———	$39 64
2.	McCue to Hilborn, San Francisco, 25	63	
9.	McCue to Coffin, Carson City, Nev., 23	58	
10.	McCue from Parlange, New Orleans, 45	54	
15.	McCue to Tuthill, Chicago, 21	21	
23.	Robinson to Shields, Cleveland, 33	33	
24.	McCue to Tuthill, Chicago, 40	40	
	McCue from Tuthill, Chicago, 29	29	
		———	2 98

1886.		D. Rickenbacher:		
May	17.	Repairing two clocks, one in the chief clerk's room and one in room 4, first floor		$10 00
		S. J. Haislett:		
	13.	One window awning	$4 50	
		Putting up twelve awnings	1 44	
				5 94
		Chesapeake and Potomac Telephone Company:		
Apr.	30.	Exchange, rental for chief clerk's room from April 1 to 30, 1886, at $100	8 33	
		Exchange, rental for Solicitor's office, Treasury Department, from April 1 to 30, 1886, at $60	5 00	
		Exchange, rental for Attorney-General's residence, from April 1 to 30, 1886, at $60	5 00	
				18 33
		W. H. Hoeke:		
Jan.	8.	35⅓ yards Napier matting, laid, at 75 cents	26 50	
Mar.	2.	36 yards Napier matting, laid, at 75 cents	27 00	
				53 50
		J. Maury Dove:		
May	1.	½ cord sawed pine (2 pieces)	3 25	
	4.	½ cord sawed pine (2 pieces)	3 25	
		½ cord kindling	3 50	
		1 cord sawed hickory	9 00	
	6.	40 tons furnace-coal, at $4.43	177 20	
				196 20
		Henry Coleman:		
	31.	Washing 35⅔ dozen towels during month of May, 1886, at 30 cents		10 70
		John Wells:		
June	1.	Hauling 20 loads ashes from engine-room, Department of Justice, at 40 cents		8 00
		E. F. Brooks:		
Jan.	19.	1 three-light chandelier, with globes, &c., put up complete		7 95
		Washington Gaslight Company:		
May	31.	35,200 feet of gas, consumed at No. 1507 Pennsylvania avenue, Department of Justice, in May, 1886, at $1.50 per 1,000 feet		52 80
		Wyckoff, Seamans & Benedict:		
Apr.	20.	1 dozen sheets carbon-paper, Solicitor of Treasury	$0 50	
		2 dozen sheets carbon-paper	1 00	
May	3.	Repairs on type-writer, No. 3116	12 00	
	13.	1 dozen bottles oil at 20 cents	2 40	
				15 90
		Ellen Lucas:		
	31.	Washing for the use of the office of the Solicitor of the Treasury, during May, 1886, 11 dozen towels, at 30 cents per dozen		3 30
1885.		W. S. Thompson:		
Dec.	28.	1 bottle benzine		15
1886.		Adams Express Company: Transportation, as follows:		
May	1.	1 package, J. W. Nightingale, Boston, Mass	$0 55	
	15.	1 package, B. H. Hill, Atlanta, Ga	85	
	29.	1 package, J. W. Nightingale, Boston, Mass	40	
				1 80
		Great Falls Ice Company:		
	31.	5,600 pounds ice, at 45 cents		25 20
		Hayward & Hutchinson:		
	12.	1 quart plaster, 10 cents; 1 pound old lead, 7 cents	$0 17	
		1 pound putty	8	
		¾ day, plumber and help, resetting wash-basin	4 50	
	14.	25 feet ⅜ gas-pipe, at 8 cents	2 00	
		12 feet ⅜ hooks, at 1 cent	12	
		1 day, plumber and help	6 00	
				12 87

1886.			
	Chesapeake and Potomac Telephone Company:		
May 31.	Exchange rental for chief clerk's room from May 1 to 31, 1886, at $100	$8 33	
	Exchange rental for Solicitor's office, Treasury Department, from May 1 to 31, 1886, at $60	5 00	
	Exchange rental for Attorney-General's residence, from May 1 to 31, 1886, at $60	5 00	
			$18 33
	Western Union Telegraph Company:		
3.	McCue to Parlange, New Orleans, 40	48	
4.	McCue to Darnell, Savannah, 32	32	
	McCue from Darnell, Savannah, 65	65	
	McCue from Tuthill, Chicago, 71	71	
4.	McCue to Tuthill, Chicago, 32	32	
5.	McCue to Tuthill, Chicago, 1.15	1 15	
	McCue to Harris, Jackson, Miss., 27	30	
10.	McCue from Parlange, New Orleans, 25	30	
13.	McCue from Parlange, New Orleans, 21	25	
	McCue to Parlange, New Orleans, 19	24	
18.	McCue to Valentine, Philadelphia, 29	19	
22.	Elms to McCue, Brooklyn, 25	20	
28.	McCue to Bliss, Saint Louis, 68	68	
	McCue from Bliss, Saint Louis, 99	99	
			6 78
1.	Garland to Barnes or P., Tucson, Ariz., 19	48	
	Garland to Hilborn, San Francisco, Cal., 75	1 88	
3.	Howard to Richmond, Pt. Rowell, 23	23	
4.	Howard to Richmond, Elmira, N. Y., 15	20	
	Garland to Harman, Portland, 25	25	
	Garland to Harman, Portland, 18	20	
	Garland to Parlange, New Orleans, 32	38	
5.	Howard to Myers, Philadelphia, 24	14	
	Goode to Lowry, New York, 47	37	
	Goode to Richardson, Boisé City, 68	2 38	
	Goode from Richardson, Boisé City, 52	1 82	
6.	Garland from Parlange, New Orleans, 34	29	
7.	Goode to Bunn, Cooperstown, N. Y., 36	36	
8.	Goode to Hobson, Denver, 15	36	
10.	Goode to Stickney, Buffalo, 33	33	
	Goode to Mitchell, Menard, Ill., 35	35	
	Goode from Mitchell, Chester, Ill., 28	28	
	Brannigan to McManus, New York, 32	22	
11.	Brannigan to McManus, New York, 29	19	
	Garland to Jones, Shreveport, 29	24	
	Garland to Gates, Kansas City, Mo., 17	24	
	Garland to Marratta, Saint Louis, 12	28	
11.	Garland to Pleasants, New Orleans, 22	26	
	Garland from Chalmers, Saint Louis, 24	24	
12.	Garland from Jones, Shreveport, 32	42	
	Garland to Ireland, Salt Lake, Utah, 23	55	
	Garland to Youmans, Charleston, 30	30	
13.	Garland to Williams, Key West, 27	54	
	Garland from Williams, Key West, 22	44	
	Garland from Campbell, Cheyenne, Wyo., 64	1 15	
14.	Garland to Campbell, Cheyenne, Wyo., 42	76	
	Garland to Campbell, Des Moines, 17	24	
	Garland to Smith, Dillon, Mont., 42	1 05	
15.	Garland to McClintock, Baltimore, 26	16	
17.	Garland to Hill, Denver, 38	68	
	Garland from Hill, Denver, 33	59	
18.	Garland to Desmond, Sioux City, Iowa, 27	35	
19.	Garland to Gross, Louisville, 23	23	
	Garland from Tuthill, Chicago, 42	42	
	Garland from Chalmers, Saint Louis, 23	23	
20.	Garland to Chalmers, Saint Louis, 26	26	
	Garland to Hawley, Hailey, Idaho, 41	1 03	
	Garland to Fisher, Tucson, 33	79	

1886.		Western Union Telegraph Company—Continued.		
May	20.	Garland to Fisher, Tucson, 47	$1 13	
	21.	Garland from Frank, San Francisco, 37	93	
		Garland from Chalmers, Saint Louis, 30	30	
	22.	Garland to McArthur, Portland, Oreg., 26	65	
		Garland to Frank, San Francisco, Cal., 22	55	
		Garland from Smith, Albuquerque, 77	1 69	
	24.	Garland to Smith, Santa Fé, 29	61	
		Garland to Hill, Denver, 18	36	
	25.	Garland from Matthews, New York, 18	10	
		Garland from Paul, Abingdon, 80	80	
		Garland to Paul, Abingdon, 27	27	
		Garland to Allen, Abingdon, 24	24	
		Garland to Frank, San Francisco, 21	53	
	26.	Ewing to Hill, Denver, 26	47	
	27.	Garland from Wade, Savannah, 20	20	
	31.	Garland from Hill, Denver, 61	56	
				$31 55
		Baltimore and Ohio Telegraph Company:		
	3.	Goode to Lowery, New York, 28	18	
	10.	Goode from Thurman, Columbus, 18	20	
	14.	Goode to Gantt, Memphis, 41	41	
	20.	Garland to Carroll, Fort Smith, 22	29	
	21.	Garland to Gates, Kansas City, 21	21	
	25.	Garland to Matthews, New York, 31	21	
		Garland to Stone, Grand Rapids, 19	20	
	29.	Howard to Norwood, New York, 29	19	
				1 89
		G. G. C. Simms:		
Mar.	24.	1 bottle benzine	15	
Apr.	15.	½ pound sal ammonia	25	
				40
		John Cox:		
June	18.	Spading up and putting in order for planting flowers in reservation adjoining Department of Justice building		1 00
1885.		United Lines Telegraph Company:		
Nov.	5.	Garland from Springfield, Ill., signed Van Hoorebeke, 60		59
1886.		John Wells:		
June	30.	Hauling 20 loads ashes from engine-room, Department of Justice, for month of June, 1886, at 40 cents		8 00
		Henry Coleman:		
	30.	Washing 39¼ dozen towels for Department of Justice, for month of June, 1886, at 30 cents per dozen		11 78
		Easton & Rupp:		
	21.	One hundred rolls toilet-paper, at 12 cents per roll		12 00
		Ellen Lucas:		
	30.	Washing for the use of the office of the Solicitor of the Treasury during June, 1886, ten dozen towels, at 30 cents per dozen		3 00
		James B. Lambie:		
Apr.	23.	1 garden-rake	$0 85	
May	20.	3 pounds packing, at 75 cents	2 25	
		2 barrels lime	3 00	
		3 whitewash brushes	5 00	
		1 lawn-mower knife	1 25	
				12 35
		Royce & Marean:		
Feb.	7.	Repairs to electric wires in disbursing clerk's room	1 00	
June	14.	Repairing broken wire from Attorney-General's desk to chief clerk's room	1 00	
				2 00

1886.	Chesapeake and Potomac Telephone Company:		
June 30.	Exchange rental for chief clerk's room from June 30, 1886, at $100	$8 33	
	Exchange rental for Solicitor's Office, Treasury Department, from June 1 to 30, 1886, at $60	5 00	
	Exchange rental for Attorney-General's residence from June 1 to 30, 1886, at $60	5 00	
			$18 33
	Adams Express Company:		
10.	One package, value $200, Boston, J. W. Nightingale		95
	Total amount expended		7,145 51
	In hands of disbursing clerk June 30, 1886		14 49
	Amount of appropriation		7,160 00

EXHIBIT H.—*Statement of amounts paid for fees of supervisors of elections, section* 3689, *Revised Statutes, for the Congressional election of November*, 1884, *during the fiscal year* 1886.

State.	Amount paid.		Amount of repayment; district and State.
	District.	State.	
Alabama, northern district	$66 75		
Alabama, southern district	1,485 94	$1,552 69	
California			$80 00
Indiana	5 00	5 00	
Louisiana, eastern district	1,165 00	1,165 00	
Maryland			60 00
New York, northern district			490 00
New York, southern district	4,775 00	4,775 00	
Ohio, southern district			40 00
South Carolina	114 80	114 80	
Texas, western district			30 00
Total	7,612 49	7,612 49	700 00

EXHIBIT I.—*Statement of the names of assistants to the United States attorneys, and amount of annual and special compensation, approved from December* 1, 1885, *to December*1, 1886, *sections* 385 *and* 195, *Revised Statutes.*

REGULAR ASSISTANTS.

District.	Name.	Compensation.	Remarks.
Alabama, Middle and Northern	L. A. Dobbs.....	$2,000	From November 23, 1886.
Arizona.....	John C. Herndon.....	(*)	From January 18, 1886.
Do.....	C. M. Sanford.....	(*)	From July 20, 1885.
Arkansas, western district.....	G. A. Grace.....	†1,200	
California.....	Carroll Cook.....	2,500	
Do.....	H. C. Dibble.....	2,000	
Colorado	J. N. Hughes.....	1,500	From January 16, 1886.
Connecticut.....	N. R. Hart.....	Fees.	
Dakota	J. C. Murphy..	2,000	
Georgia.....	H. E. W. Palmer.....	2,000	From November 7, 1886.
Idaho.....	Fremont Wood.....	(‡)	
Illinois, northern district.....	C. M. Dawes.....	†2,000	To August 19, 1886.
Do.....	G. H. Harris.....	†2,000	From August 19, 1886.
Do.....	J. St. Clair Boal.....	†2,200	To (?)
Illinois, southern district.....	E. T. Roe.....	†1,500	
Indiana.....	J. G. McNutt.....	†1,700	
Iowa, northern district.....	D. W. C. Cram.....	†1,500	To May 15, 1886.
Do.....	William Graham.....	†1,500	From May 17, 1886.
Iowa, southern district.....	C. C. Gilbert.....	900	To January 1, 1886.
Do.....	D. Donovan	900	
Do.....	W. T. Rankin.....	1,000	
Kansas	Eugene Hogan.....	1,500	
Kentucky.....	G. DuRelle.....	1,500	To February 2, 1886
Do.....	T. C. Bell	1,500	From February 3, 1886.
Louisiana, eastern district	J. W. Gurley.....	2,500	
Maryland.....	A. M. Rogers.....	1,200	To June 2, 1886.
Do.....	Thomas G. Hayes.....	1,200	From June 2, 1886.
Massachusetts.....	C. Almy, jr	2,000	To July 1, 1886.
Do.....	Owen A. Galvin.....	2,000	From July 1, 1886.
Do.....	J. A. Reed.....	1,200	From February 25, 1886.
Do.....	W. K. Blodgett.....	1,200	To December 31, 1885.
Michigan, eastern district.....	J. W. Finney.....	2,000	To October 11, 1886.
Do.....	J. J. Atkinson.....	2,000	From October 14, 1886.
Michigan, western district	W. W. Hyde.....	1,000	To September 1, 1886.
Do.....	A. C. Adsit.....	1,000	From September 1, 1886.
Minnesota.....	C. A. Congdon.....	1,200	To May 27, 1886.
Do.....	D. W. Lawler.....	1,200	From May 27, 1886.
Missouri, eastern district.....	E. Smith..... ..	1,200	To June 30, 1886.
Do.....	F. M. Knapp.....	1,200	From June 30, 1886.
Do.....	C. G. B. Drummond. ...	1,700	
Missouri, western district.....	W. M. Rush.....	†1,500	From February 20, 1886.
Montana Territory.....	G. C. Randolph	(*)	
Nebraska	E. M. Bartlett.	†1,000	
New Jersey.....	G. M. Keasby.....	†800	
New York, northern district.....	G. B. Wellington.....	†2,250	Resigned December 1, 1886.
Do.....	W. V. S. Woodward.....	†2,250	
New York, southern district.....	S. B. Clarke.....	†3,500	To January, 1886
Do.....	B. B. Foster	†3,500	
Do.....	J. P. Clarke.	†2,000	To May, 1886.
Do.....	G. E. P. Howard.....	†2,000	
Do.....	H. N. Tifft.....	†1,500	To October 1, 1886.
Do.....	W. W. Adams	†2,000	To November, 1886.
Do.....	MacGrave Coxe.....	†2,000	From November, 1886.
Do.....	Thomas Greenwood. ...	†2,000	From December 18, 1886.
Do.....	A. J. Rose.....	†2,000	From May 8, 1886.
Do.....	H. C. Platt.....	†3,500	From December 23, 1885.
Do.....	Seaman Miller.....	†2,000	From October 1, 1886.
Do.....	W. Wickham Smith.....	†1,500	From October 1, 1886.
New York, eastern district.....	F. W. Angel	†1,800	To February 9, 1886.
Do	J. W. Devenney	†1,800	From February 9, 1886.
North Carolina, eastern district.....	R. B. Peebles.....	†1,000	
North Carolina, western district.....	W. S. Ball.....	†1,700	To January 1, 1886.
Do	G. F. Bason.....	†1,700	From January 1, 1886.
Ohio, northern district..	S. D. Dodge.....	†1,000	From March 15, 1886.
Ohio, southern district.....	H. Hooper.....	†2,000	
Do.....	W. J. Clark.....	†1,200	
Pennsylvania, eastern district.....	H. P. Brown.....	†3,000	
Do.....	J. S. Nickerson.....	†2,500	
Pennsylvania, western district.....	David Cameron.....	†1,250	
Do.....	G. C. Wilson	†2,500	
South Carolina...	J. Wingate	†2,000	To July 10, 1886.
Do.....	H. A. De Caussure.....	†2,000	From July 28, 1886.
Do.....	R. B. Carpenter.....	†1,500	To July 10, 1886.
Do.....	C. M. Freeman	†1,500	From July 12, 1886.
Tennessee, eastern district.....	W. B. Stephens.....	†1,200	

*Assimilated to fees. †Per annum. ‡Assimilated to attorney's fees.

EXHIBIT I.—*Statement of the names of assistants to the United States attorneys, and amount of annual and special compensation, &c.*—Continued.

District.	Name.	Compensation.	Remarks.
Tennessee, middle district	J. R. Dillon	$†1.200	To September 8, 1886.
Do	A. N. Miller	†1,200	From September, 8, 1886.
Tennessee, western district	J. B. Clough	†1,500	To July 1, 1886.
Do	H. G. Anderson	†1,500	From September 15, 1886.
Texas, western district	Solon Stewart	†1,200	From February 24, 1886.
Utah	C. S. Varian	†2,500	From April 28, 1886.
Do	Ogden Hides	†1,500	From April 20, 1886.
Do	C. W. Zane	†1,000	From April 12, 1886.
Virginia, eastern district	James Lyons	†1,500	
Washington Territory	C. H. Hanford	*	From September 25, 1886.
Do	C. P. Munday	*	From September 25, 1886.
West Virginia	G. W. Salter	†300	
Wisconsin, eastern and western districts	E. E. Chapin	†2,000	From May 1, 1886.
Do	G. W. Waring	†2,000	To April 30, 1886.
Wisconsin, western district	W. H. Rogers	†1,500	From June 25, 1886.

SPECIAL ASSISTANTS.

District.	Name.	Employment.	Appointed.	Compensation.
California	J. Wyatt Oats	*v.* Sierra Lumber Company.	Jan. 14, 1886	To be determined by the Attorney-General.
Do	Shirley C. Ward	*v.* John Hancock *et al.*	....do	Do.
Do	....do	Mission, Indians	Jan. 14, 1886	None.
Colorado	E. A. Thompson.	*v.* Union Coal Co.	Aug. 30, 1886	Do.
Do	John E. Davis	....do	....do	Do.
Dakota	Henry Frawley.	*v.* Michael Early land patent case.	Nov. 2, 1886	Do.
District of Columbia	E. C. Boudinot	*v.* Wolf, Ross, Phillips.	Mar. 16, 1886	To be determined by the Attorney-General.
Do	Louis E. Phillips	Alexandria Canal, bridge and railroad case.	Feb. 15, 1886	None.
Florida, southern district.	James Parker	Case *v.* Steamship City of Mexico, district court.	Mar. 20, 1886	To be determined by the Attorney-General.
Do	....do	Same case, circuit court.	June 28, 1886	Do.
Georgia, northern district.	Wm. Phillips	Case *v.* ex-Marshal Fitzsimons.	Jan. 8, 1886	Not to exceed $500.
Georgia, southern district.	F. G. Dubignon	Case *v.* Thos. Johnson *et al*	Jan. 5, 1886	To be determined by the Attorney-General.
Idaho	A. Quackenbush	Case *v.* J. N. Hibbs	Oct. 11, 1886	Do.
Do	....do	Case *v.* Northern Pacific Railway.	....do	Do.
Kansas	John Martin	Case *v.* Missouri, Kansas and Texas R. R. Comp'y.	Sept. 14, 1886	Do.
Kentucky	G. Du Relle	Defend Pension Agent Kelly.	Mar. 6, 1886	Do.
Louisiana	C. J. Boatner	Land cases	Nov. 27, 1886	Do.
Montana	J. J. Davis	Defense Special Agent Haley.	July 20, 1886	Do.
Massachusetts	Richard Olney.	*v.* Boston and Albany R. R. Co	June 29, 1886	Do.
Do	G. P. Sanger	Brant Point Light-House.	Oct. 2, 1886	Not to exceed $250.
Montana	Samuel Ward	*v.* N. P. R. R. Co. & Montana Improvement Co.	Sept. 29, 1886	To be determined by the Attorney-General.
Mississippi, northern district.	G. D. Buchanan	District court, October term.	Oct. 5, 1886	At rate $1,200 per annum.
Nevada	S. S. Burdett	Case *v.* J. T. Williams.	Jan. 16, 1886	None.
New York, northern district.	M. I. Townsend	A. B. Cleveland Co. *v.* Warren, collector.	Nov. 5, 1886	To be determined by the Attorney-General.
Do	Taft & Fox	Case *v.* Reed, collector.	Nov, 5, 1886	Do.
New York, southern district.	Elihu Root	Case *v.* Wood, Warner & Work.	Dec. 11, 1885	$1,000, and to be determined by the Attorney-General.

*Assimilated to fees. †Per annum.

EXHIBIT I.—*Statement of the names of assistants to the United States attorneys, and amount of annual and special compensation, &c.*—Continued.

District.	Name.	Employment.	Appointed.	Compensation.
New Mexico.....	A. J. Fountain...	Cases *v.* T. Muller *et al.*	Mar. 3, 1886	To be determined by the Attorney-General.
Do.	.....do.....	Land-fraud cases....	Feb. 15, 1886	Same fees as attorney.
Do	N. B. Field.....	Case *v.* Cashier Albuquerque National Bank.	Sept. 11, 1885	To be determined by the Attorney-General.
North Carolina, northern district.	J. J. Yeates.....	For eastern band Cherokees.	Sept. 17, 1886	Do.
Ohio, southern district.	A. G. Thurman..	Bell-telephone case	Feb. 19, 1886	$1,000, and to be determined by the Attorney-General.
Do.....	Hunton & Chandler.	.....do.....	Feb. 1, 1886	$5,000.
Do.....	C. S. Whitman...	.....do.....	Feb. 1, 1886	$3,000.
Do.....	G. P. Lowrey.....	.....do.....	Feb. 4, 1886	$1,000, and to be determined by the Attorney-General.
Do.....	John Goode.....	.....do.....	Aug. 13, 1886	At rate of $5,000 per annum.
Wyoming	J. C. Baird.....	June term 1886.....	June 1, 1886	None.
Do.....	.....do.....	During attorney's absence.	Nov. 26, 1866	Do.
Texas, northern district.	W. L. Armistead	To collect judgments against J. F. Sheehan.	Feb. 1, 1886	Percentage.

EXHIBIT K.—*Report of the Solicitor of the Treasury.*

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
Washington, D. C., October 26, 1886.

SIR: I have the honor to transmit herewith seven tabular statements exhibiting the amounts, character, and results of the litigation under my direction for the fiscal year ending June 30, 1886, shown by the docket entries of this office.

These tables embrace respectively:

(1) Suits on transcripts of accounts of defaulting public officers, excepting those of the Post-Office Department, adjusted by the accounting officers of the Treasury Department.

(2) Post-office suits, embracing those against officers of the Post-Office Department, and cases of fines, penalties, and forfeitures for violation of postal laws.

(3) Suits on custom-house bonds.

(4) Suits for the recovery of fines, penalties, and forfeitures under the customs revenue and navigation laws.

(5) Suits against collectors of customs and other officers or agents ot the Government, excepting internal-revenue officers, for refund of duties and acts done in line of their official duty.

(6) Suits in which the United States is a party, or is interested, not embraced in the other classes.

(7) A general summary or abstract of all the other tables.

An examination of the tables will show that the whole number of suits commenced within the year was 3,941, of which 132 were of class 1, for the recovery of $1,116,522.13; 275 were of class 2, for the recovery of $398,675.34; 18 were of class 3, for the recovery of $6,080.33; 138 were of class 4, for the recovery of $137,841.82; 1,462 were of class 5; and 1,916 were of class 6, for the recovery of $5,150,170.83; making a total sued for, as reported, of $6,809,290.45.

Of the whole number of suits brought, 1,440 were decided in favor of the United States, 61 were adversely decided, 376 were settled and dismissed, in 6 penalties were remitted by the Secretary of the Treasury, leaving 2,058 still pending.

Of those pending at the commencement of the year, 386 were decided for the United States, 118 were decided adversely, 716 were settled and dismissed, and in 5 penalties were remitted by the Secretary of the Treasury.

The entire number of suits decided or otherwise disposed of during the year was 3,108; the whole amount for which judgments were obtained, exclusive of decrees *in rem*, was $532,112.75; and the entire amount collected from all sources was $380,509.71.

The number of cases in which offers of compromise were pending and received during the fiscal year was 177, involving the sum of $1,244,677.74.

The number of offers accepted was 110, involving the sum of $743,271.38; amount accepted, $85,586.90. The number of offers rejected was 45, involving the sum of $380,987.71. In 37 of the rejected cases the amount involved was $139,987.71, and the amount rejected $10,544.90. The remaining 8 cases, involving the sum of $241,000, were on account of suits on timber trespass, in which offers of $2.50 per acre had been made, but the total amount of the offers could not be approximated except by an actual survey of the land trespassed upon.

The number of cases pending at the close of the fiscal year was 22, involving the sum of $120,418.65. The amount offered in cases pending is $7,715.01.

A statement of real property under charge of this office acquired in payment of debts due the United States during the fiscal year ending June 30, 1886, appears in an exhibit hereto.

The number of official bonds, contracts, and leases referred to this office, and examined as to their correctness in form and as to their legal sufficiency, was 1,001; and the number of legal opinions returned on questions submitted by the head of the Treasury Department or by different bureaus thereof was 191.

I would take occasion to renew the recommendation made in my last annual report, respecting the necessity for additional assistance in the trial of civil cases in the office of the United States attorney for the District of Columbia.

To myself, as well as to my predecessors, the condition of the civil business in the courts of that district has been the source of grievous complaint. Doubtless, the fault does not lie with the district attorney. Numerous suits are pending against delinquent officers and other public debtors, which I have been unable to bring to trial notwithstanding earnest efforts have been made, stimulated by a due appreciation of the embarrassment and loss occasioned the Government by the long-protracted delay. I have had personal explanation of a satisfactory character from the district attorney, and I have also his official report on the subject. I would earnestly ask special attention to the statement of the wants of his office. He should undoubtedly be allowed by law an additional assistant. Sections 906 and 907, Revised Statutes, District of Columbia, provide that there shall not be allowed him compensation for any permanent assistant or deputy, nor any sum for office expenses, &c., and that he shall pay to his deputies and assistants, not exceeding in all, four thousand dollars per annum; also, his clerk hire, not exceeding twelve hundred dollars per annum, office rent, &c., out of the fees of his office.

An extract from his report will exhibit the peculiar and onerous character of the duties devolving upon him, which forbid any efficient labor on his part, or on that of his present assistants, in the preparation or trial of other than criminal cases:

> In all the other judicial districts of the United States the district attorney of the United States is called upon to enforce those punitive statutes of the United States which are applicable to the whole country. In those districts which are carved out of States the State's attorney for the State prosecutes the great mass of ordinary

offenders. But here, where there is no State government, and Congress has exclusive jurisdiction, both classes of cases are cognizable by the same officer. All the ordinary larcenies, burglaries, arsons, robberies, forgeries, and murders, and other common law offenses, which in other jurisdictions would be attended to by the prosecuting officer of the State, are here the subject of the United States attorney's labors. Some idea of the extent of his duties may be gathered from an inspection of the last report of the warden of the jail here and the accompanying tables. (See Report of the Attorney-General for 1886, p. 321.)

A still better means of getting information on this subject is by examining Exhibit B 2 this report of the Attorney-General for 1885, page 52. This is a statement of criminal cases pending and decided in the United States courts in the fiscal year 1885. It will be there seen that the number of criminal prosecutions terminated in the courts of the district during that year was 3,786. The whole number of cases terminated during that year in all the United States courts was 11,977; so that my office disposed of just about one-third of all the criminal business of the United States during that year. The next highest district on the list is the eastern district of Arkansas, in which 552 cases were disposed of in that period; about one-seventh of the number for this district. Large as this number may seem, the forthcoming report of the Attorney-General for 1886 will show that during the last year it was increased to 4,146; and that it will continue to increase there can be no doubt. I have been unable to get at the statistics for all the years back, but I find that in 1879 the number was 2,554. This gives some evidence of the rate at which the business of this office has increased. Yet the force now allowed the district attorney here is precisely what it was in 1870.

I am limited to $4,000 for this pay of assistants per year, and $1,200 for clerk hire, and this although the fees now earned by this office reach $40,000 per annum. Last year the amount was $43,185.

In conclusion, he says:

I have not failed to note that there has been a disposition to complain of an apparent failure to press vigorously the numerous important civil suits pending here to which the United States is a party, notwithstanding the explanations that have heretofore been made; and I wish to say that for the reasons above given, it is impossible that the civil business of the Government in the courts of this jurisdiction should receive proper attention until there shall be a change in the law.

The sections referred to should be amended so as to admit of the employment of a competent assistant to take charge of the civil business as suggested, whose compensation may be paid from the fees of the office, an excess of which is now turned into the Treasury to the amount of thirty or forty thousand dollars annually.

Again I would ask attention to the recommendation made in my last annual report, as also in the report of my immediate predecessor, favoring a statute of limitation or repose in the interests of sureties upon the bonds of delinquent officers of the Government. In the lengthening experience of the duties of this office, the reasons for affording this relief to unfortunate sureties continue to press upon me in view of the number of suits I am called upon to commence or to force to an issue where the cause of action accrued a quarter of a century or over ago. And it is not the interests of sureties alone that are involved in this proposition but to a large extent the interests of the Government. Courts and juries are not inclined to look with much favor upon a claim made long after the decease of the officer or of some of the sureties, when, if suit had been commenced within a reasonable time, the estates of the principal or of the deceased sureties might have contributed largely towards the payment of the indebtedness, and when, by the laches of the Government, the entire burden is thrown upon surviving sureties or their representatives, who, from the necessities of the case, can make no defense. This liability is likely to deter persons of substantial means from submitting themselves as sureties on official bonds. Hence, the general character and responsibility of official suretyship is deteriorating, and the ultimate reliance oft he Government for securing faithfulness in the execution of public trusts is likely more and more to prove delusive. The statute now

provides such a limitation as I suggest in regard to suits arising on the bonds of postmasters, and there seems no good reason why the legislation should not be made general with a longer term of limitation, say of six years from the expiration of the official service.

The great number of suits pending in the circuit court for the southern district of New York between importers and collectors of customs, and the large number that continue to be brought in that court almost daily, is a source of great solicitude. As stated by the Secretary of the Treasury in a report made to yourself in November, 1885, these suits create, in effect, a floating or unliquidated debt against the Treasury, the magnitude of which is not within the scope of conjecture, and running on interest at the rate of 6 per centum per annum. Many of these have been pending for over a quarter of a century. At an early period of my administration of this office, I reported to the Secretary of the Treasury, from the best sources attainable, that the number of old suits at issue in that district was twenty-three hundred, and that the sum involved amounted to millions of dollars, but that any approximate conjecture as to the real amount was impracticable. Since that time, as the dockets of this office show, one thousand one hundred and forty-four suits have been commenced. Within that interval less than one hundred in number have been tried. With the large number of suits between private parties pending in the court and the consequent demands of private interests, it is manifestly impracticable, as the judiciary is now organized, to cope with this species of litigation to any appreciable extent. Not only is the judicial force insufficient, but the force likewise in the district attorney's office is entirely inadequate, with other business of great magnitude in its hands, to prepare even the small number of cases that may be tried in the courts. I have endeavored, at the instance of the Secretary of the Treasury, to get further accommodations on the part of the courts in New York and the adjacent judicial districts for these cases, but without avail. There should be legislation at an early day providing for an additional circuit judge in the second circuit for the exclusive trial of this class of cases. In time and by the holding of continuous sessions the dockets could in a measure be cleared off and the current causes could be tried within a reasonable time after being brought to issue. This would be in the direction of economy, as the additional expense would be far less than the interest the Government would be compelled to pay as the penalty of the delay. That this is an alarming feature, deserving and demanding serious consideration, is patent when I refer to the claim in twelve consolidated cases of Benkard *vs.* Schell, which recently came up for refund, where the principal debt was $44,601.15, and the interest $83,987.19.

I have the honor to be, sir, very respectfully,

A. McCUE,
Solicitor.

Hon. A. H. GARLAND,
Attorney-General.

No. 1.—*Report of suits on Treasury transcripts, other than post-office cases, instituted during the fiscal year ending June* 30, 1886, *in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.								In suits brought prior to the fiscal year.								
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Collections in old suits.	Whole number of judgments in favor of the United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
Alabama, northern district																	
Alabama, middle district																	
Alabama, southern district	1	$737 92						1									
Arkansas, eastern district													$999 84				$999 84
Arkansas, western district	4	17,252 40						4									
California	9	240,990 21						9			1				1		
Colorado	4	2,478 02	$369 22	$187 41	2			2				1	67 50	2	3	$369 22	254 91
Connecticut									$398 54	1		1	892 49	1	2	398 54	892 49
Delaware																	
Florida, northern district												3	944 30		3		944 30
Florida, southern district									24 74	1			24 74	1	1	24 74	24 74
Georgia, northern district	1	14,249 07						1									
Georgia, southern district									76,635 14	1	1			1	2	76,635 14	
Illinois, northern district	5	6,202 76	169 60	1,448 32	1		2	2			1			1	4	169 60	1,448 32
Illinois, southern district																	
Indiana	2	2,697 54		1,077 17			2								2		1,077 17
Iowa, northern district																	
Iowa, southern district	4	5,184 34	1,277 74	158 05	1			3	1,195 18	1			4,225 33	2	2	2,472 92	4,383 38
Kansas	4	10,616 01		63 55	1	1		2	378 75	1	1	1	567 14	2	5	378 75	630 69
Kentucky	3	613 98						3	1,028 28	1		2	1,060 15	1	3	1,028 28	1,060 15
Louisiana, eastern district	2	14,335 83						2									
Louisiana, western district																	
Maine	1	673 50						1									
Maryland																	
Massachusetts	2	26,823 10						2				1	6,586 93		1		6,586 93
Michigan, eastern district	1	642 25						1									
Michigan, western district	6	11,313 24		1,419 37			3	3							3		1,419 37
Minnesota	4	3,783 29		353 32			2	2	10,000 00	1	1		5,273 93	1	4	10,000 00	5,627 25
Mississippi, northern district																	
Mississippi, southern district													562 25				562 25
Missouri, eastern district	2	78,899 37						2	811 71	1			571 30	1	1	811 71	571 30
Missouri, western district	2	282 89						2									

No. 1.—*Report of suits on Treasury transcripts, other than post-office cases, &c.*—Continued.

Judicial districts.	In suits brought during the fiscal year.								In suits brought prior to the fiscal year.								
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c	Collections in old suits.	Whole number of judgments in favor of the United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
Nebraska	5	$5,053 41						5									
Nevada	3	9,158 20				2		1							2		
New Hampshire																	
New Jersey																	
New York, northern district	1	57 06		$57 06			1		$338 77	1		2	$254 19	1	4	$338 77	$311 25
New York, southern district	8	33,042 71		37 50		1	3	4	1,294 71	1	1			1	6	1,294 71	37 50
New York, eastern district	2	2,051 03						2									
North Carolina, eastern district	1	182 85						1									
North Carolina, western district																	
Ohio, northern district	4	3,515 76	$519 48	100 00	1		1	2						1	2	519 48	100 00
Ohio, southern district	4	3,906 99	504 90	604 90	1		1	2	9,303 50	3			1,271 89	4	5	9,808 40	1,876 79
Oregon	5	61,657 07	2,158 59	2,158 59	2			3	131 43	1			131 43	3	3	2,290 02	2,290 02
Pennsylvania, eastern district	7	26,925 84				1		6							1		
Pennsylvania, western district	2	13,350 83						2									
Rhode Island	2	715 79		39 94			1	1							1		39 94
South Carolina	2	11,314 82						2									
Tennessee, eastern district	1	5,173 82						1									
Tennessee, middle district											1				1		
Tennessee, western district																	
Texas, northern district																	
Texas, eastern district	1	1,545 09						1									
Texas, western district	1	634 60				1									1		
Vermont	1	1,251 69						1									
Virginia, eastern district	1	10,207 20		4,496 37			1		500 00	1			615 50	1	2	500 00	5,111 87
Virginia, western district																	
West Virginia	1	360 00	360 00		1							1	800 00	1	2	360 00	800 00
Wisconsin, eastern district																	
Wisconsin, western district	4	4,384 24						4									
Alaska																	
Arizona									1,898 99	3			1,155 18	3	3	1,898 99	1,155 18
Dakota	2	4,833 24						2					1,339 34				1,339 34
Idaho	1	12,306 86	12,306 86		1				88 34	1			88 34	2	2	12,395 20	88 34
Montana	1	141 93		141 93			1								1		141 93

New Mexico	3	938 28		50 00			1	2							1		50 00
Utah	1	1,520 28						1									
Washington	5	2,060 04	259 61	212 83	2			3	895 98	2		1	1,108 49	4	5	1,155 59	1,321 32
Wyoming																	
District of Columbia	6	462,456 78		287 75			2	4							2		287 75
Total	132	1,116,522 13	17,926 00	12,894 06	13	6	21	92	104,924 06	21	8	12	28,540 26	34	81	122,850 06	41 434 32

No. 2.—*Report of post-office suits instituted during the fiscal year ending June* 30, 1886, *in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.								In suits brought prior to the fiscal year.								
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Collections in old suits.	Whole number of judgments in favor of the United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
Alabama, northern district	2	$80 11		$4 00				2	$1,784 00	3			$745 06	3	3	$1,784 00	$749 06
Alabama, middle district													32 24				32 24
Alabama, southern district									87 53	1				1	1	87 53	
Arkansas, eastern district	5	178,044 31	$1,000 00		1			4				1	1,681 48	1	2	1,000 00	1,681 48
Arkansas, western district	1		615 10		1				1,293 62	1			1,036 83	2	2	1,908 72	1,036 83
California	2	1,000 82						2	184 00	1				1	1	184 00	
Colorado	3	632 54	5 00		1			2			1	2	10,386 49	1	4	5 00	10,386 49
Connecticut	1	3,306 72		3,306 72			1								1		3,306 72
Delaware																	
Florida, northern district																	
Florida, southern district	4	801 52	714 69	259 62	2			2						2	2	714 69	259 62
Georgia, northern district	4	1,373 93	700 00	327 47	1		1	2						1	2	700 00	327 47
Georgia, southern district	2		397 50	239 65	2							2	358 70	2	4	397 50	598 35
Illinois, northern district	15	600 00	2,126 52	1,526 52	14		1		744 35	2			3,784 09	16	17	2,870 87	5,310 61
Illinois, southern district	10	900 00	610 45	370 15	7			3					1,170 25	7	7	610 45	1,540 40
Indiana	15	331 36	1,456 97	1,392 64	14		1						484 37	14	15	1,456 97	1,877 01
Iowa, northern district	2		1,436 52	1,092 58	2								206 55	2	2	1,436 52	1,299 13
Iowa, southern district	6	600 00	656 22	941 01	5		1		1,614 25	3			97 35	8	9	2,270 47	1,038 36
Kansas	1		100 00		1				148 35	1		1	777 85	2	3	248 35	777 85
Kentucky	37	22,686 20	16,094 63	242 33	30			7					860 04	30	30	16,094 63	1,102 37
Louisiana, eastern district	1	2,200 00						1	1,035 51	3				3	3	1,035 51	
Louisiana, western district	3	1,628 76		26 79			1	2							1		26 79
Maine	6	1,382 13	161 36	161 36	2			4						2	2	161 36	161 36
Maryland	5	50 00	367 21	267 21	4			1	549 47	1			549 47	5	5	916 68	816 68
Massachusetts	1			13 50	1								242 75	1	1		256 25
Michigan, eastern district	2	7,286 00						2					100 00				100 00
Michigan, western district									92 97	1			113 53	1	1	92 97	113 53
Minnesota	5	498 90	1,379 67	10 00	5				270 66	1			743 91	6	6	1,650 33	753 91
Mississippi, northern district	3	2,089 37	358 28	358 28	1			2						1	1	358 28	358 28
Mississippi, southern district	16	12,809 85	11,962 05	129 85	12	2	2						215 91	12	16	11,962 05	345 76
Missouri, eastern district	2		3,137 77		2				500 00	1			1,298 10	3	3	3,637 77	1,298 10
Missouri, western district	4		572 15	212 50	4				1,032 94	1				5	5	1,605 09	212 50

Nebraska	5	1,307 17	704 69	1,254 85	2		2	1	100 00	1				3	5	804 69	1,254 85	
Nevada									8,101 25	1				1	1	8,101 25		
New Hampshire	2		220 00	200 00	2								110 00	2	2	220 00	310 00	
New Jersey	2		350 00	100 00	2									2	2	350 00	100 00	
New York, northern district	14	5,894 91	1,750 00	975 00	13			1	657 28	1				14	14	2,407 28	975 00	
New York, southern district	2		300 00	300 00	2				1,196 19	1			212 81	3	3	1,496 19	512 81	
New York, eastern district	1		125 00		1									1	1	125 00		
North Carolina, eastern district	1	144 02						1					546 04				546 04	
North Carolina, western district	3		351 35		2			1						2	2	351 35		
Ohio, northern district	5	263 37	146 60	22 70	4			1	2,535 42	1				5	5	2,682 02	22 70	
Ohio, southern district	14	700 00	1,475 22	340 30	14				1,097 80	1			1,097 80	15	15	2,573 02	1,438 10	
Oregon	1		20 00	20 00	1									1	1	20 00	20 00	
Pennsylvania, eastern district	9	700 00	1,110 00		8			1	400 00	2				10	10	1,510 00		
Pennsylvania, western district	5	200 00	308 42	148 42	4			1				1	39 93	4	5	308 42	188 35	
Rhode Island																		
South Carolina	1		50 00		1									1	1	50 00		
Tennessee, eastern district	1		100 00		1								24 00	1	1	100 00	24 00	
Tennessee, middle district													160 20				160 20	
Tennessee, western district	1		141 15	141 15	1								833 72	1	1	141 15	974 87	
Texas, northern district	7	1,020 91	9,215 29	599 49	6		1		49 94	1				7	8	9,265 23	599 49	
Texas, eastern district	4		717 02	117 02	4								14 40	4	4	717 02	131 42	
Texas, western district	4	762 47	1,305 18	1,305 18	4								2,952 30	4	4	1,305 18	4,257 48	
Vermont	1		200 00	200 00	1				2,904 49	2		1	76 70	3	4	3,104 49	276 70	
Virginia, eastern district	4	1,034 14	525 00	525 00	2			2					394 35	2	2	525 00	919 35	
Virginia, western district	7	8,614 67	297 61	497 61	1		3	3						1	4	297 61	497 61	
West Virginia	3	376 01	609 45		2			1	3,178 78	7			293 65	9	9	3,788 23	293 65	
Wisconsin, eastern district	1		480 50	480 50	1									1	1	480 50	480 50	
Wisconsin, western district	4	5,581 92	5,621 98	50 00	2		1	1						2	3	5,621 98	50 00	
Alaska																		
Arizona														4	5	1,561 01	1,977 35	
Dakota	5	3,015 04	1,375 15	1,977 35	3		1	1	185 86	1				2	2	121 08		
Idaho	2		104 26	121 08	2									4	4	671 97	249 00	
Montana	3		449 00	249 00	3				222 97	1								
New Mexico	1	166 53						1						1	1	300 00		
Utah	1		300 00		1									1	1	7 25	7 25	
Washington	1		7 25	7 25	1													
Wyoming	1	130,287 40						1										
District of Columbia	1	200 00						1										
Total	275	398,675 34	72,229 03	20,393 00	203	2	16	54	29,967 63	40	1	8	31,640 87	243	270	102,196 66	52,033 87	

No. 3.—*Report of suits on custom-house bonds instituted during the fiscal year ending June* 30, 1886, *in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.							In suits brought prior to the fiscal year.				Whole number of suits disposed of.	Whole number of judgments for the United States during the year.	Total judgments.	Total collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Settled, dismissed, &c.	Collections in old suits.				
California										1		1			
Illinois, northern district	1	$117 59					1	$236 40	1	1	$279 16	2	1	$236 40	$279 16
Louisiana, eastern district	2	514 86	$514 86		2			2,105 00	2			4	4	2,619 86	
Massachusetts	6	718 13		$70 57		1	5			4	1,014 54	5			1,085 11
New York, southern district	6	859 06		222 50		2	4				458 84	2			681 34
Pennsylvania, eastern district								1,035 00	3		345 00	3	3	1,035 00	345 00
South Carolina	1	2,691 55					1								
Texas, eastern district	1	249 14					1								
Virginia, eastern district	1	930 00	511 50		1							1	1	511 50	
Total	18	6,080 33	1,026 36	293 07	3	3	12	3,376 40	6	6	2,097 54	18	9	4,402 76	2,390 61

No. 4.—*Report of suits for fines, penalties, and forfeitures under the customs-revenue laws, &c., instituted during the fiscal year ending June 30, 1886, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.									In suits brought prior to the fiscal year.						Whole number of judgments in favor of the United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Collections in old suits.				
Alabama, northern district																			
Alabama, middle district																			
Alabama, southern district																			
Arkansas, eastern district																			
Arkansas, western district																			
California	23	$50 00	$375 00	$24,011 56	21				2	$25 00	1		5		$1,025 00	22	27	$400 00	$25,036 56
Colorado																			
Connecticut																			
Delaware																			
Florida, northern district	1								1				2		76 00		2		76 00
Florida, southern district	6		350 00	399 20	5		1								150 00	5	6	350 00	549 20
Georgia, northern district																			
Georgia, southern district																			
Illinois, northern district	3								3		2			1	543 55	2	3		543 55
Illinois, southern district	1								1										
Indiana													1		50 00		1		50 00
Iowa, northern district																			
Iowa, southern district													1				1		
Kansas																			
Kentucky																			
Louisiana, eastern district	9	5,120 00		20 00		1	2		6	100 00	1				50 00	1	4	100 00	70 00
Louisiana, western district														3			3		
Maine	6	1,350 00	75 00	204 68	3		1		2			1	3		655 97	3	8	75 00	860 65
Maryland	6	6,600 00						3	3					1			4		
Massachusetts	5	6,600 00		100 00			1		4				6		1,356 14		7		1,456 14
Michigan, eastern district	6		225 00	75 00	4				2						1,377 69	4	4	225 00	1,452 69
Michigan, western district	1			87 61			1										1		87 61
Mississippi, southern district	4	2,150 00		139 78			2		2								2		139 78
Missouri, eastern district	1	100 00							1										
Missouri, western district																			
Nebraska																			

No. 4.—*Report of suits for fines, penalties, and forfeitures under the customs-revenue laws, &c.*—Continued.

Judicial districts.	In suits brought during the fiscal year.									In suits brought prior to the fiscal year.						Whole number of judgments in favor of the Unitsd States.	Whole number of suits disposed of.	Total judgments.	Total collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgement.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Collections in old suits.				
Nevada																			
New Hampshire																			
New Jersey	1			$79 05				1		$20 00	2		1		$252 63	2	4	$20 00	$331 68
New York, northern district	2		$125 00	50 00	2					100 00	1				198 25	3	3	225 00	248 25
New York, southern district	35	$5,807 82	500 00	7,084 43	18	1	2		14	3,873 73	2				2,499 20	20	23	4,373 73	9,583 63
New York, eastern district	1	1,450 00							1										
North Carolina, eastern district																			
North Carolina, western district																			
Ohio, northern district	1			250 00				1				1					2		250 00
Ohio, southern district															31 21				31 21
Oregon	1	200 00		19 48				1									1		19 48
Pennsylvania, eastern district	2			753 29	1		1						1		10 00	1	3		763 29
Pennsylvania, western district	1		200 00		1											1	1	200 00	
Rhode Island																			
South Carolina																			
Tennessee, eastern district																			
Tennessee, middle district																			
Tennessee, western district																			
Texas, northern district																			
Texas, eastern district																			
Texas, western district	3		11 00	33 60	2				1	30 00	2				69 05	4	4	41 00	102 65
Vermont	2		130 00	164 86	2					50 00	1				65 34	3	3	180 00	230 20
Virginia, eastern district															724 58				724 58
Virginia, western district																			
West Virginia	2			81 85			2								52 52		2		134 37
Wisconsin, eastern district																			
Wisconsin, western district																			
Alaska																			
Arizona																			
Dakota																			
Idaho																			
Montana																			

New Mexico																			
Utah																			
Washington	15	108,414 00	150 00	43,702 56	6	1			8							6	7	150 00	43,702 56
Wyoming																			
District of Columbia																			
Total	138	137,841 82	2,141 00	77,256 95	65	3	13	6	51	4,198 73	12	2	20	5	9,187 13	77	126	6,339 73	86,444 08

No. 5.—*Report of suits against collectors of customs and other officers instituted during the fiscal year ending June* 30, 1886, *in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.					In suits brought prior to the fiscal year.			Whole number of suits disposed of.	Whole number of judgments in favor of the United States during the year.
	Number of suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.		
California[e]	4		2		2		11	1	14	
Florida, northern district								1	1	
Illinois, northern district	57		29	1	27	1	68	3	102	1
Louisiana, eastern district	4		3		1		2		5	
Maryland	7			4	3			19	23	
Massachusetts	67				67	1	2	7	10	1
Michigan, eastern district	4				4		1		1	
Missouri, eastern district	2				2					
New York, northern district	5	3			2	6			9	9
New York, southern district	1,223	2		45	1,176	6	1	319	373	8
New York, eastern district	2				2			45	45	
Ohio, southern district	9				9			5	5	
Pennsylvania, eastern district	72		2	15	55	1	1	12	31	1
Rhode Island	3				3					
Texas, western district	1				1					
Vermont	2			2					2	
Total	1,462	5	36	67	1,354	15	86	412	621	20

No. 6.—*Report of miscellaneous suits instituted during the fiscal year ending June 30, 1886, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

Judicial districts.	In suits brought during the fiscal year.								In suits brought prior to the fiscal year.							
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Collections in old suits.	Whole number of judgments in favor of United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
Alabama, northern district	58	$11,350 00	$2,785 50	.....	17	.....	13	28	$3,472 00	16	.....	32	$27 50	33	78	$6,257 50	$27 50
Alabama, middle district	71	15,800 00	791 00	$110 75	19	.....	30	22	01	1	.....	.....	269 20	20	50	791 01	379 95
Alabama, southern district	121	8,150 00	1,763 70	160 77	66	.....	48	7	1,341 94	27	.....	40	326 59	93	181	3,105 64	487 36
Arkansas, eastern district	14	10,074 46	4,835 00	.....	8	1	.....	5	.....	1	.....	1	224 20	9	11	4,835 00	224 20
Arkansas, western district	272	38,305 15	12,936 00	1,390 25	228	.....	5	39	1,715 00	14	.....	2	439 50	242	249	14,651 00	1,829 75
California	30	2,234,042 81	8,053 50	1,030 00	17	.....	1	12	....	1	.....	7	266 20	18	26	8,053 50	1,296 20
Colorado	24	5,000 00	3,450 00	3,971 51	5	.....	.....	19	1,545 00	4	2	.....	3,138 44	9	11	4,995 00	7,109 95
Connecticut	2	.....	2 00	....	2	.....	.....	.....	.....	.....	.....	.....	.....	2	2	2 00	.....
Delaware	3	1,250 00	.....	....	3	.....	.....	.....	.....	.....	.....	.....	.....	3	3	....	.....
Florida, northern district	3	50,326 00	101 00	.....	1	.....	.....	2	712 00	3	1	.....	475 50	4	5	813 00	475 50
Florida, southern district	2	200 00	200 00	200 00	2	.....	.....	.....	.....	.....	.....	.....	....	2	2	200 00	200 00
Georgia, northern district	54	15,600 00	300 00	2,093 03	1	.....	44	9	2,225 00	7	.....	19	124 61	8	71	2,525 00	2,217 64
Georgia, southern district	4	300 00	1,500 00	.....	3	.....	1	.....	.....	.....	.....	2	10 75	3	6	1,500 00	10 75
Illinois, northern district	3	.....	301 00	364 69	2	.....	1	.....	1,205 00	7	2	1	594 80	9	13	1,506 00	959 49
Illinois, southern district	7	12,000 00	90 00	70 15	5	.....	1	1	.....	.....	.....	.....	679 80	5	6	90 00	749 95
Indiana	9	.....	380 00	324 25	9	.....	.....	.....	135 00	3	.....	.....	1,597 94	12	12	515 00	1,922 19
Iowa, northern district	4	.....	151 00	68 20	4	.....	.....	.....	525 00	2	.....	.....	439 28	6	6	676 00	507 48
Iowa, southern district	5	435 21	201 00	.....	3	.....	.....	2	250 46	1	.....	.....	.....	4	4	451 46	.....
Kansas	21	4,036 51	1,029 26	.....	9	5	1	6	25 00	3	.....	1	166 00	12	19	1,054 26	166 00
Kentucky	24	500 00	1,305 00	314 73	20	1	2	1	2,050 00	7	.....	13	155 65	27	43	3,355 00	470 38
Louisiana, eastern district	20	156,623 08	10,700 00	3,700 00	4	.....	.....	16	.....	.....	.....	.....	....	4	4	10,700 00	3,700 00
Louisiana, western district	19	18,645 46	.....	....	.....	.....	.....	19	.....	.....	.....	10	.....	.....	10	.....	.....
Maine	6	21,225 00	710 09	710 09	3	.....	... .	3	500 00	1	.....	1	588 47	4	5	1,210 09	1,298 56
Maryland	3	100 00	1,010 00	235 23	2	.....	.....	1	1,553 31	6	.....	.....	1,713 55	8	8	2,563 31	1,948 78
Massachusetts	30	14,013 61	1,827 00	70 00	18	.....	.....	12	110 00	2	.....	5	3,173 09	20	25	1,937 00	3,243 09
Michigan, eastern district	5	1,000 00	260 00	290 40	4	.....	.....	1	.....	.....	.....	.....	1,504 90	4	4	260 00	1,795 30
Michigan, western district	13	16,500 00	1,690 00	520 00	9	.....	.....	4	1,450 00	5	.....	1	1,444 40	14	15	3,140 00	1,964 40
Minnesota	39	29,393 71	1,745 50	1,318 86	23	.....	2	14	1,089 23	5	1	1	3,232 68	28	32	2,834 73	4,551 54
Mississippi, northern district	5	2,500 00	.....	....	.....	.....	.....	5	.....	.....	1	.....	.....	.....	1	.....	.....
Mississippi, southern district	71	107,790 77	14,405 20	1,419 41	61	1	.....	9	50,215 22	3	1	1	89 37	64	67	64,620 42	1,508 78

No. 6.—*Report of miscellaneous suits instituted during the fiscal year ending June* 30, 1886, *in the several United States courts, &c.*—Continued.

Judicial districts.	In suits brought during the fiscal year.								In suits brought prior to the fiscal year.					Whole number of judgments in favor of United States.	Whole number of suits disposed of.	Total judgments.	Total collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Collections in old suits.				
Missouri, eastern district	20		$701 00	$60 00	20							1	$386 26	20	21	$701 00	$446 26
Missouri, western district	35		1,123 35	308 23	20		5	10	$475 00	4		4	2,569 22	24	33	1,598 35	2,877 45
Nebraska	28	$31,581 14	1,272 00	663 32	25			3	13,325 38	10			600 00	35	35	14,597 38	1,263 32
Nevada	1		100 00		1				204 00	1			327 44	2	2	304 00	327 44
New Hampshire	1	1,500 00						1									
New Jersey									5,000 00	2		1	606 60	2	3	5,000 00	606 60
New York, northern district	25	1,300 00	1,185 00	256 60	23	1		1				1	175 00	23	25	1,185 00	431 60
New York, southern district	49	68,925 23	2,070 42	30,763 04	13		11	25	2,443 60	3	3	11	1,169 14	16	41	4,514 02	31,932 18
New York, eastern district	9	25 35	4 20	16 07	5		1	3	1 00	1				6	7	5 20	16 07
North Carolina, eastern district	3	700 00					2	1	400 00	2		4	11 00	2	8	400 00	11 00
North Carolina, western district	130	25,620 00	9,510 00		54		29	47	8,280 00	29		22	426 41	83	134	17,790 00	426 41
Ohio, northern district	20	9,700 00	1,165 00	1,618 73	18		1	1	50 00	1			1,814 43	19	20	1,215 00	3,433 16
Ohio, southern district	12		665 00	68 13	11			1	685 00	3		1	150 00	14	15	1,350 00	218 13
Oregon	122	160,491 93	2,884 27	889 75	109		1	12	720 00	2		1	219 52	111	113	3,604 27	1,109 27
Pennsylvania, eastern district	32	11,016 82	3,525 00	789 40	22		5	5	29 40	1	8	2	150 00	23	38	3,554 40	939 40
Pennsylvania, western district	26	500 00	1,100 00	1,639 17	22		2	2			1		1,903 99	22	25	1,100 00	3,543 16
South Carolina	7	200 00	1,900 00		6		1		500 00	1				7	8	2,400 00	
Tennessee, eastern district	1		100 00		1				3,005 00	4		8	3,998 15	5	13	3,105 00	3,998 15
Tennessee, middle district	91	32,198 94	2,850 00	71 62	8	1	19	63	10,343 52	6		10	20,148 70	14	44	13,193 52	20,220 32
Tennessee, western district	4	3,000 00	600 00	124 16	2		1	1	201 00	3		5	302 40	5	11	801 00	426 56
Texas, northern district	19		2,600 00	200 00	15		4		2,600 00	2		1		17	22	5,200 00	200 00
Texas, eastern district	1		25 00		1				100 00	1			116 50	2	2	125 00	116 50
Texas, western district	15	8,403 15	598 00	664 86	9		1	5	2,103 81	7		4	3,395 17	16	21	2,701 81	4,060 03
Vermont	2	1,000 00		1,000 00			2						1 00		2		1,001 00
Virginia, eastern district	2		250 00	17 26	1		1		01	1			38 46	2	3	250 01	55 72
Virginia, western district	21	3,700 00	610 00		4		10	7	3,802 00	22		38		26	74	4,412 00	
West Virginia	11		761 00	212 70	11				1,075 00	7			920 93	18	18	1,836 00	1,133 63
Wisconsin, eastern district	30	9,733 24	339 50	415 00	25	1		4	1,487 50	8			1,153 50	33	34	1,827 00	1,568 50
Wisconsin, western district	34	7,219 50	2,532 00	925 00	29		1	4						29	30	2,532 00	925 00
Arizona	17	30,968 88	440 00	2,410 00	10		1	6	2,493 45	4			5,671 00	14	15	2,933 45	8,081 00
Dakota	5	7,788 32	310 00	127 82	3			2					500 00	3	3	310 00	627 82

Idaho	58	214,132 60	17,874 00	69 20	38	1	.....	19	1,637 76	5	.....	3	600 00	43	47	19,511 76	669 20
Montana	23	1,439,623 38	855 00	.....	12	2	1	8	.....	.....	1	3	1,141 60	12	19	855 00	1,141 60
New Mexico	13	9,500 00	705 00	.....	10	.....	.....	3	.....	.....	.....	1	68 00	10	11	705 00	68 00
Utah	70	105,260 00	17,151 00	27,075 00	58	.....	5	7	11,050 00	37	.....	.....	6,062 25	95	100	28,201 00	33,137 25
Washington	30	163,532 07	3,537 00	1,506 30	16	.....	2	12	504 00	3	.....	.....	726 07	19	21	4,041 00	2,232 37
Wyoming	4	26,040 50	50 00	.....	1	.....	1	2	1,772 45	3	.....	.....	.....	4	5	1,822 45	.....
District of Columbia	3	1,348 01	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	31,917 99	.....	.....	.....	31,917 99
Total	1,916	5,150,170 83	151,915 49	90,253 68	1,151	14	256	495	144,408 05	292	21	258	107,953 15	1,443	1,992	296,323 54	198,206 83

No. 7.—*Statistical summary of business arising from suits, &c., in which the United States is a party or has an interest, under charge of the Solicitor of the Treasury, during the fiscal year ending June* 30, 1886.

Judicial districts.	Suits on Treasury transcripts.		Post-office suits.		Suits on custom-house bonds.		Suits for fines, penalties, and forfeitures under customs-revenue laws.		Suits against collectors of customs, &c.	Miscellaneous suits.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	No.	Amount.
Alabama, northern district			2	$80 11						58	$11,350 00
Alabama, middle district										71	15,800 00
Alabama, southern district	1	$737 92								121	8,150 00
Arkansas, eastern district			5	178,044 31						14	10,074 46
Arkansas, western district	4	17,252 40	1							272	38,305 15
California	9	240,990 21	2	1,000 82			23	$50 00	4	30	2,234,042 81
Colorado	4	2,478 02	3	632 54						24	5,000 00
Connecticut			1	3,306 72						2	
Delaware										3	1,250 00
Florida, northern district							1			3	50,326 00
Florida, southern district			4	801 52			6			2	200 00
Georgia, northern district	1	14,249 07	4	1,373 93						54	15,600 00
Georgia, southern district			2							4	300 00
Illinois, northern district	5	6,202 76	15	600 00	1	$117 59	3		57	3	
Illinois, southern district			10	900 00			1			7	12,000 00
Indiana	2	2,697 54	15	331 36						9	
Iowa, northern district			2							4	
Iowa, southern district	4	5,184 34	6	600 00						5	435 21
Kansas	4	10,616 01	1							21	4,036 51
Kentucky	3	613 98	37	22,686 20						24	500 00
Louisiana, eastern district	2	14,335 83	1	2,200 00	2	514 86	9	5,120 00	4	20	156,623 08
Louisiana, western district			3	1,628 76						19	18,645 46
Maine	1	673 50	6	1,382 13			6	1,350 00		6	21,225 00
Maryland			5	50 00			6	6,600 00	7	3	100 00
Massachusetts	2	26,823 10	1		6	718 13	5	6,600 00	67	30	14,013 61
Michigan, eastern district	1	642 25	2	7,286 00			6		4	5	1,000 00
Michigan, western district	6	11,313 24					1			13	16,500 00
Minnesota	4	3,783 29	5	498 90						39	29,393 71
Mississippi, northern district			3	2,089 37						5	2,500 00
Mississippi, southern district			16	12,809 85			4	2,150 00		71	107,790 77
Missouri, eastern district	2	78,899 37	2				1	100 00	2	20	

Missouri, western district	2	282 89	4							35	
Nebraska	5	5,053 41	5	1,307 17						28	31,581 14
Nevada	3	9,158 20								1	
New Hampshire			2							1	1,500 00
New Jersey			2				1			2	
New York, northern district	1	57 06	14	5,894 91			2		5	25	1,300 00
New York, southern district	8	33,042 71	2		6	859 06	35	5,807 82	1,223	49	68,925 23
New York, eastern district	2	2,051 03	1				1	1,450 00	2	9	25 35
North Carolina, eastern district	1	182 85	1	144 02						3	700 00
North Carolina, western district			3							130	25,620 00
Ohio, northern district	4	3,515 76	5	263 87			1			20	9,700 00
Ohio, southern district	4	3,906 99	14	700 00					9	12	
Oregon	5	61,657 07	1				1	200 00		122	160,491 93
Pennsylvania, eastern district	7	26,925 84	9	700 00			2		72	32	11,016 82
Pennsylvania, western district	2	13,350 83	5	200 00			1			26	500 00
Rhode Island	2	715 79							3		
South Carolina	2	11,314 82	1		1	2,691 55				7	200 00
Tennessee, eastern district	1	5,173 82	1							1	
Tennessee, middle district										91	32,198 94
Tennessee, western district			1							4	3,000 00
Texas, northern district			7	1,020 91						19	
Texas, eastern district	1	1,545 09	4		1	249 14				1	
Texas, western district	1	634 60	4	762 47			3		1	15	8,403 15
Vermont	1	1,251 69	1				2		2	2	1,000 00
Virginia, eastern district	1	10,207 20	4	1,034 14	1	930 00				2	
Virginia, western district			7	8,614 67						21	3,700 00
West Virginia	1	360 00	3	376 01			2			11	
Wisconsin, eastern district			1							30	9,733 24
Wisconsin, western district	4	4,384 24	4	5,581 92						34	7,219 50
Alaska											
Arizona										17	30,968 88
Dakota	2	4,833 24	5	3,015 04						5	7,788 32
Idaho	1	12,306 86	2	104 26						58	214,132 60
Montana	1	141 93	3							23	1,439,623 38
New Mexico	3	938 28	1	166 53						13	9,500 00
Utah	1	1,520 28	1							70	105,260 00
Washington	5	2,060 04	1				15	108,414 00		30	163,532 07
Wyoming			1	130,287 40						4	26,040 50
District of Columbia	6	462,456 78	1	200 00						3	1,348 01
Total	132	1,116,522 13	275	398,675 34	18	6,080 33	138	137,841 82	1,462	1,916	5,150,170 83

No. 7.—*Statistical summary of business arising from suits, &c., in which the United States is a party or has an interest, &c.*—Continued.

Judicial districts.	Total amount reported sued for.	Total amount in judgment in favor of United States.	Total amount reported collected.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Pending.	Whole number of suits commenced.
Alabama, northern district	$11,430 11	$2,785 50	$4 00	17	.....	13	.....	30	60
Alabama, middle district	15,800 00	791 00	110 75	19	.....	30	.....	22	71
Alabama, southern district	8,887 92	1,763 70	160 77	66	.....	48	.....	8	122
Arkansas, eastern district	188,118 77	5,835 00	.....	9	1	.....	.....	9	19
Arkansas, western district	55,557 55	13,551 10	1,390 25	229	.....	5	.....	43	277
California,	2,476,083 84	8,428 50	25,041 56	38	2	1	.....	27	68
Colorado	8,110 56	3,824 22	4,158 92	8	.....	.....	.....	23	31
Connecticut	3,306 72	2 00	3,306 72	2	.....	1	.....	.....	3
Delaware	1,250 00	.....	.....	3	.....	.....	.....	.....	3
Florida, northern district	50,326 00	101 00	.....	1	.....	.....	.....	3	4
Florida, southern district	1,001 52	1,264 69	858 82	9	.....	1	.....	2	12
Georgia, northern district	31,223 00	1,000 00	2,420 50	2	.....	45	.....	12	59
Georgia, southern district	300 00	1,897 50	239 65	5	.....	1	.....	.....	6
Illinois, northern district	6,920 35	2,597 12	3,339 53	17	29	5	.....	33	84
Illinois, southern district	12,900 00	700 45	440 30	12	.....	1	.....	5	18
Indiana	3,028 90	1,836 97	2,794 06	23	.....	3	.....	.....	26
Iowa, northern district	.....	1,587 52	1,160 78	6	.....	.....	.....	.....	6
Iowa, southern district	6,219 55	2,134 96	1,099 06	9	.....	1	.....	5	15
Kansas	14,652 52	1,129 26	63 55	11	6	1	.....	8	26
Kentucky	23,800 18	17,399 63	557 06	50	1	2	.....	11	64
Louisiana, eastern district	178,793 77	11,214 86	3,720 00	6	4	2	.....	26	38
Louisiana, western district	20,274 22	.....	26 79	.....	.....	1	.....	21	22
Maine	24,630 63	946 45	1,076 13	8	.....	1	.....	10	19
Maryland	6,750 00	1,377 21	502 44	6	.....	4	3	8	21
Massachusetts	48,154 84	1,827 00	254 07	19	.....	2	.....	90	111
Michigan, eastern district	8,928 25	485 00	365 40	8	.....	.....	.....	10	18
Michigan, western district	27,813 24	1,690 00	2,026 98	9	.....	4	.....	7	20
Minnesota	33,675 90	3,125 17	1,682 18	28	.....	4	.....	16	48
Mississippi, northern district	4,589 37	358 28	358 28	1	.....	.....	.....	7	8
Mississippi, southern district	122,750 62	26,367 25	1,689 04	73	3	4	.....	11	91
Missouri, eastern district	78,999 37	3,838 77	60 00	22	.....	.....	.....	5	27
Missouri, western district	282 89	1,695 50	520 73	24	.....	5	.....	12	41
Nebraska	37,941 72	1,976 69	1,918 17	27	.....	2	.....	9	38
Nevada	9,158 20	100 00	.....	1	2	.....	.....	1	4
New Hampshire	1,500 00	220 00	200 00	2	.....	.....	.....	1	3
New Jersey	.....	350 00	179 05	2	.....	.....	1	.....	3

New York, northern district	7,251 97	3,060 00	1,338 66	41	1	1		4	47
New York, southern district	108,634 82	2,870 42	38,407 47	35	2	63		1223	1323
New York, eastern district	3,526 38	129 20	16 07	6		1		8	15
North Carolina, eastern district	1,026 87					2		3	5
North Carolina, western district	25,620 00	9,861 35		56		29		48	133
Ohio, northern district	13,479 13	1,831 08	1,991 43	23		2	1	4	30
Ohio, southern district	4,606 99	2,645 12	1,013 33	26		1		12	39
Oregon	222,349 00	5,062 86	3,087 82	112		1	1	15	129
Pennsylvania, eastern district	38,642 66	4,635 00	1,542 69	31	3	21		67	122
Pennsylvania, western district	14,050 83	1,608 42	1,787 59	27		2		5	34
Rhode Island	715 79		39 94			1		4	5
South Carolina	14,206 37	1,950 00		7		1		3	11
Tennessee, eastern district	5,173 82	200 00		2				1	3
Tennessee, middle district	32,198 94	2,850 00	71 62	8	1	19		63	91
Tennessee, western district	3,000 00	741 15	265 31	3		1		1	5
Texas, northern district	1,020 91	11,815 29	799 49	21		5			26
Texas, eastern district	1,794 23	742 02	117 02	5				2	7
Texas, western district	9,800 22	1,914 18	2,003 64	15	1	1		7	24
Vermont	2,251 69	330 00	1,364 86	3		4		1	8
Virginia, eastern district	12,171 34	1,286 50	5,038 63	4		2		2	8
Virginia, western district	12,314 67	907 61	497 61	5		13		10	28
West Virginia	736 01	1,730 45	294 55	14		2		1	17
Wisconsin, eastern district	9,733 24	820 00	895 50	26	1			4	31
Wisconsin, western district	17,185 66	8,153 98	975 00	31		2		9	42
Alaska									
Arizona	30,968 88	440 00	2,410 00	10		1		6	17
Dakota	15,636 60	1,685 15	2,105 17	6		1		5	12
Idaho	226,543 72	30,301 94	69 20	41	1			19	61
Montana	1,439,765 31	1,304 00	390 93	15	2	2		8	27
New Mexico	10,604 81	705 00	50 00	10		1		6	17
Utah	106,780 28	17,451 00	27,075 00	59		5		8	72
Washington	274,006 11	3,953 86	45,428 94	25	1	2		23	51
Wyoming	156,327 90	50 00		1		1		3	5
District of Columbia	464,004 79		287 75			2		8	10
Total	6,809,290 45	245,237 88	201,090 76	1,440	61	376	6	2,058	3941

No. 7.—*Statistical summary of business arising from suits, &c., in which the United States is a party or has an interest, &c.*—Continued.

Judicial districts.	Amount of judgments reported in old suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Amount reported collected in old suits.	Total number of judgments rendered in favor of the United States.	Total number of suits disposed of.	Whole amount of judgments rendered in favor of the United States.	Whole amount of collections from all sources.
Alabama, northern district	$5,256 00	19	.....	32	.....	$772 56	36	81	$8,041 50	$776 56
Alabama, middle district	01	1	.....	.....	.....	301 44	20	50	791 01	412 19
Alabama, southern district	1,429 47	28	.....	40	.....	326 59	94	182	3,193 17	487 36
Arkansas, eastern district	.....	1	.....	2	.....	2,905 52	10	13	5,835 00	2,905 52
Arkansas, western district	3,008 62	15	.....	2	.....	1,476 33	244	251	16,559 72	2,866 58
California	209 00	3	12	14	.....	1,291 20	41	70	8,637 50	26,332 76
Colorado	1,545 00	4	3	3	.....	13,592 43	12	18	5,369 22	17,751 35
Connecticut	398 54	1	.....	1	.....	892 49	3	5	400 54	4,199 21
Delaware	.....	.....	.....	.....	.....	.....	3	3	.....	.....
Florida, northern district	712 00	3	1	6	.....	1,495 80	4	11	813 00	1,495 80
Florida, southern district	24 74	1	.....	.....	.....	174 74	10	11	1,289 43	1,033 56
Georgia, northern district	2,225 00	7	.....	19	.....	124 61	9	73	3,225 00	2,545 11
Georgia, southern district	76,635 14	1	1	4	.....	369 45	6	12	78,532 64	609 10
Illinois, northern district	2,185 75	13	71	5	1	5,201 60	30	141	4,782 87	8,541 13
Illinois, southern district	.....	.....	.....	.....	.....	1,850 05	12	13	700 45	2,290 35
Indiana	135 00	3	.....	1	.....	2,132 31	26	30	1,971 97	4,926 37
Iowa, northern district	525 00	2	.....	.....	.....	645 83	8	8	2,112 52	1,806 61
Iowa, southern district	3,059 89	5	.....	1	.....	4,322 68	14	16	5,194 85	5,421 74
Kansas	552 10	5	1	3	.....	1,510 99	16	27	1,681 36	1,574 54
Kentucky	3,078 28	8	.....	15	.....	2,075 84	58	76	20,477 91	2,632 90
Louisiana, eastern district	3,240 51	6	2	.....	.....	50 00	12	20	14,455 37	3,770 00
Louisiana, western district	.....	.....	.....	10	3	.....	.....	14	.....	26 79
Maine	500 00	1	1	4	.....	1,244 44	9	15	1,446 45	2,320 57
Maryland	2,102 78	7	.....	19	1	2,263 02	13	40	3,479 99	2,765 46
Massachusetts	110 00	3	3	22	.....	12,373 45	22	49	1,937 00	12,627 52
Michigan, eastern district	.....	.....	1	.....	.....	2,982 59	8	9	485 00	3,347 99
Michigan, western district	1,542 97	6	.....	1	.....	1,557 93	15	20	3,232 97	3,584 91
Minnesota	11,359 89	7	2	1	.....	9,250 52	35	42	14,485 06	10,932 70
Mississippi, northern district	.....	.....	1	.....	.....	.....	1	2	358 28	358 28
Mississippi, southern district	50,215 22	3	1	1	.....	867 53	76	85	76,582 47	2,556 57
Missouri, eastern district	1,311 71	2	.....	1	.....	2,255 66	24	25	5,150 48	2,315 66
Missouri, western district	1,507 94	5	.....	4	.....	2,569 22	29	38	3,203 44	3,089 95
Nebraska	13,425 38	11	.....	.....	.....	600 60	38	40	15,402 07	2,518 17

Nevada	8,305 25	2			327 44	3	5	8,405 25	327 44
New Hampshire					110 00	2	2	220 00	310 00
New Jersey	5,020 00	4		2	859 23	6	9	5,370 00	1,038 28
New York, northern district	1,096 05	9		3	627 44	50	55	4,156 05	1,966 10
New York, southern district	8,808 23	13	5	330	4,339 99	48	448	11,678 65	42,747 46
New York, eastern district	1 00	1		45		7	53	130 20	16 07
North Carolina, eastern district	400 00	2		4	557 04	2	8	400 00	557 04
North Carolina, western district	8,280 00	29		22	426 41	85	136	18,141 35	426 41
Ohio, northern district	2,585 42	2	1		1,814 43	25	29	4,416 50	3,805 86
Ohio, southern district	11,086 30	7		6	2,550 90	33	40	13,731 42	3,564 23
Oregon	851 43	3		1	350 95	115	118	5,914 29	3,438 77
Pennsylvania, eastern district	1,464 40	7	9	15	505 00	38	86	6,099 40	2,047 69
Pennsylvania, western district			1	1	1,943 92	27	31	1,608 42	3,731 51
Rhode Island							1		39 94
South Carolina	500 00	1				8	9	2,450 00	
Tennessee, eastern district	3,005 00	4		8	4,022 15	6	14	3,205 00	4,022 15
Tennessee, middle district	10,343 52	6	1	10	20,308 90	14	45	13,193 52	20,380 52
Tennessee, western district	201 00	3		5	1,136 12	6	12	942 15	1,401 43
Texas, northern district	2,649 94	3		1		24	30	14,465 23	799 49
Texas, eastern district	100 00	1			130 90	6	6	842 02	247 92
Texas, western district	2,133 81	9		4	6,416 52	24	30	4,047 99	8,420 16
Vermont	2,954 49	3		1	143 04	6	11	3,284 49	1,507 90
Virginia, eastern district	500 01	2			1,772 89	6	8	1,786 51	6,811 52
Virginia, western district	3,802 00	22		38		27	78	4,709 61	497 61
West Virginia	4,253 78	14		1	2,067 10	28	31	5,984 23	2,361 65
Wisconsin, eastern district	1,487 50	8			1,153 50	34	35	2,307 50	2,049 00
Wisconsin, western district						31	33	8,153 98	975 00
Alaska									
Arizona	4,392 44	7			6,826 18	17	18	4,832 44	9,236 18
Dakota	185 86	1			1,839 34	7	8	1,871 01	3,944 51
Idaho	1,726 10	6		3	688 34	47	51	32,028 04	757 54
Montana	222 97	1	1	3	1,141 60	16	24	1,526 97	1,532 53
New Mexico				1	68 00	10	12	705 00	118 00
Utah	11,050 00	37			6,062 25	96	101	28,501 00	33,137 25
Washington	1,399 98	5		1	1,834 56	30	34	5,353 84	47,263 50
Wyoming	1,772 45	3				4	5	1,822 45	
District of Columbia					31,917 99		2		32,205 74
Total	286,874 87	386	118	716 5	179,418 95	1,826	3,108	532,112 75	380,509 71

No. 8.—*Statement showing the number of suits in which the United States was a party or had an interest, commenced in each year from the establishment of the office of the Solicitor of the Treasury to June* 30, 1886; *also the aggregate amount claimed in said suits, together with the aggregate sums collected in each of said years.*

Years.	Number of suits commenced.	Amount claimed.	Amount collected.
1830	403		
1831	465		
1832	615		
1833	457		
1834	447		
1835	282		
1836	430		
1837	4,570		
1838	1,089		
1839	1,319	$25,494,359 00	$6,210,720 93
1840	804		
1841	418		
1842	614		
1843	387		
1844	421		
1845	447		
1846	364		
1847	250		
1848	155		
1849	102	277,310 26	4,766 04
1850	91	229,583 59	29,987 30
1851	352	131,379 87	48,002 52
1852	437	290,281 18	14,345 97
1853	84	211,193 16	28,112 41
1854	586	667,560 56	351,235 59
1855	918	705,745 68	436,722 17
1856	747	1,271,040 35	517,404 64
1857	520	1,130,979 78	748,532 07
1858	726	2,054,092 11	398,064 09
1859	744	916,492 84	1,246,805 71
1860	760	751,704 86	434,201 32
1861	529	44,279 16	343,346 46
1862	1,072	1,463,229 55	461,438 87
1863	2,051	1,066,939 05	*a*2,997,709 45
1864	2,604	856,644 34	*b*7,985,532 91
1865	2,348	2,199,527 35	*c*9,558,621 42
1866	4,672	*d*8,066,629 65	*e*4,577,363 76
1867	3,873	*f*13,582,619 22	2,620,696 69
1868	2,004	10,970,147 59	644,517 42
1869	2,169	10,087,346 98	719,795 24
1870	1,868	5,367,007 44	477,025 37
1871	2,116	12,604,601 01	1,289,920 06
1872	1,854	8,567,185 11	1,000,422 41
1873	2,715	7,758,168 59	778,252 17
1874	2,986	10,117,653 50	1,113,112 39
1875	2,734	10,160,212 91	621,950 18
1876	2,339	7,001,358 77	868,198 41
1877	1,874	*g*14,073,031 17	2,052,973 58
1878	2,326	2,340,811 35	364,537 44
1879	2,060	3,755,831 39	608,632 02
1880	2,399	1,566,307 86	448,871 41
1881	2,716	1,366,758 73	875,564 48
1882	2,941	1,625,107 21	488,995 53
1883	2,703	1,947,573 13	1,324,529 92
1884	3,216	1,654,303 86	356,207 23
1885	2,903	3,235,889 47	932,682 14
1886	3,941	6,809,290,45	380,509 71
Total	85,019	182,820,178 08	54,360,307 73

a $2,665,276.01 of this collection were in prize and confiscation cases.
b $7,700,412.60 of this collection were in prize and confiscation cases.
c $9,055,867.41 of this collection were in prize and confiscation cases.
d $1,416,232.42 of this amount were in internal-revenue cases, since 1867 under control, by law, of Commissioner of Internal Revenue.
e $2,440,860.12 of this collection were in prize and confiscation cases.
f $4,513,806.44 of this amount were in internal-revenue cases, since 1867 under control, by law, of the Commissioner of Internal Revenue.
g $10,876,600 of this amount involved in six suits against the Kansas Pacific Railroad Company to recover moneys illegally obtained from the United States.

Statement of real property in charge of the Solicitor of the Treasury, acquired in the collection of debts due the United States during the fiscal year ending June 30, 1886.

When acquired.	From whom acquired.	Description.	Where situated.
Sept. 12, 1885.....	Thomas K. Miller.....	N. E. ¼ of N. W. ¼, sec. 9, T. 6 N., R. 14 W., 2 P. M.	Jasper County, Illinois.
Sept. 12, 1885.....	William L. Shaw.....	Lots 1 and 2, block 127, in R. R. addition to town of Centralia.	Marion County, Illinois.
Sept. 12, 1885.....	John Loberg.....	Lot 5, block 17, in town of East Carondelet.	Saint Clair County, Ill.

Statement of real property in charge of the Solicitor of the Treasury, sold under the provisions of section 3749, *Revised Statutes, during the fiscal year ending June* 30, 1886.

When and from whom acquired.	Description	When and to whom sold.	Amount sold for.
July 24, 1884; Ella Chambers.	Five acres of land in Reade Township, Cambria County, Pennsylvania.	Sept. 12, 1885; J. C. B. Decker and John Ricketts.	$190 00

Statement of real property heretofore reported as belonging to the United States, the title to which has been found, on examination, to be invalid.

When reported acquired.	From whom reported acquired.	Description.	Where situated.
Mar. 2, 1882.....	Henry Franklin..	A tract of 200 acres of land on the west fork of Pigeon River.	Haywood County, North Carolina.
Jan. 31, 1884.....	John Justice.....	Land lots 43 and 44, in second district, fourth section.	Rabun County, Georgia.

The title to lot 11, block 120, in the city of Fort Scott, Kansas, heretofore reported as belonging to the United States, has been decided by a suit in ejectment brought by the United States to be in one George W. Gay.

A bill in equity filed by the United States for the purpose of perfecting the title to lot 1, block 104, in same city, also heretofore reported as belonging to the United States, was demurred to by defendants, the demurrer sustained, and an appeal taken by the United States to the United States Supreme Court.

Other suits for possession of land purchased by the United States at execution sales in satisfaction of judgments recovered by the United States are now pending.

EXHIBIT L.—*Report of the librarian.*

DEPARTMENT OF JUSTICE,
Washington, November 1, 1886.

SIR: I have the honor to present herewith the annual report relating to the library of the Department of Justice:

During the fiscal year just closed, great inconvenience has been felt by the officers of this Department because books needed daily could not be purchased. The appropriation made by Congress was inadequate to meet the demands made upon the library. I therefore respectfully ask that you present to Congress the urgent need of an appropriation of at least $3,000 for the coming year, suggesting that said appropriation be in this form:

For law reports, works on jurisprudence, &c.....	$2,000
To complete the sets of the several State statutes	1,000
	3,000

I also respectfully request that some permanent arrangement may be speedily made to take proper care of the very valuable Congressional documents owned by this Department. Many of them are now kept in bags, which is very inconvenient for those who must consult them, and is also hurtful to the books. These documents ought to be properly arranged on suitable shelves, or, what would be better, in book-cases, where they could (as they should) be most carefully protected.

During the fiscal year, July 1, 1885, to June 30, 1886, there were purchased—

	Volumes.
United States Supreme Court reports	1
United States circuit and district court reports	1
State reports	61
English, Scotch, Irish, and Canadian reports	28
English statutes	3
State statutes	2
United States digests	4
State digests	7
Works on jurisprudence	44
Encyclopædias (2)	3
Manuals	1
Histories (15 volumes to complete sets)	23
Biographies	3
Almanacs and year books, United States and foreign	2
Law periodicals:	
United States (6)	9
English	1
Canadian	1
German	2
French	1
Other periodicals	3
Total number of volumes purchased	200
Received from Congress and the Executive Departments	230
Received from the Territorial library of Arizona:	
Laws of Arizona, 1885	1
Received from the State library of California:	
Statutes and Amendments to the Code of California, twenty-sixth session, 1885	1
Received from the secretary of state:	
Journal of the senate and assembly, twenty-sixth session, 1885	2
Received from the State library of Delaware:	
Laws of the State of Delaware, 1885, Vol. 16, Part 2	1
Received from the State library of Illinois:	
Illinois Reports, Vol. 114	1
Received from the State library of Kansas:	
Kansas Reports, Vols. 33 and 34	2
Received from the State library of Minnesota:	
Minnesota Reports, Vol. 33	1
Received from the State library of Nevada:	
General Statutes of Nevada, 1885, including statutes in force from 1861 to 1885	1
Received from the Territorial library of New Mexico:	
Local and Special Laws of New Mexico, 1884	1
Received from the State library of New York:	
Laws of New York, Vol. 1, 1777 to 1784; Laws of New York, one hundred and eighth session, 1885; and Laws of New York, one hundred and ninth session, 1886	3
Received from the Commissioners of Emigration:	
Laws relating to the Commissioners of Emigration of the State of New York, 1871; and Annual Report of the Commissioners of Emigration of the State of New York for the year 1885	2
Received from the State library of Pennsylvania:	
Sixteenth Annual Report of the Board of Commissioners of Public Charities of the State of Pennsylvania, 1885	1

Received from the State library of South Carolina:	
Acts of South Carolina, regular session of 1884	1
South Carolina Reports, Vol. 22	1
Received from the State library of Vermont:	
Laws of Vermont of a public and permanent nature, coming down to and including the year 1834; and Compiled Statutes of the State of Vermont, 1839 to 1850; Statutes of Vermont, 1862, second edition, with appendix, 1870	3
Received from the Territorial library of Washington:	
Laws of the Territory of Washington, 1885–'86	1
Received from the State library of Wisconsin:	
Laws of the State of Wisconsin, Vol. 1, 1885, with index of session laws since 1878; and Vol. 2, City Charters, with their amendments	2
Received from foreign legations in the United States	45
Total	70
Pamphlets from various sources	25

SUMMARY.

Books received from Congress and the Executive Departments	230
Books purchased	200
Books received otherwise than by purchase	70
Pamphlets	25
Total	525

Received from the Secretary of State and distributed:

	Copies received.	Copies distributed.
Revised Statutes of the United States, second edition, 1878	50	42
Revised Statutes relating to the District of Columbia, post-roads, public treaties	25	21
Supplement to the Revised Statutes of the United States, Vol. 1, 1874–'81	42	34
United States Statutes at Large:		
Volume 18	40	24
Volume 19	41	26
Volume 20	45	26
Volume 21	44	25
Volume 22	42	26
Volume 23	518	514
United States Statutes:		
First session Forty-seventh Congress, 1882–'83		1
First session Forty-eighth Congress, 1883–'84		3
Second session Forty-eighth Congress, 1884–'85		8

Received from the Secretary of the Treasury: Decisions of the First Comptroller (Lawrence), Vol. 6, 160 copies; 155 distributed. There were also distributed 6 copies of Vol. 3, 3 copies of Vol. 4, and 4 copies of Vol. 5.

Received from the Secretary of War: Official Records of the Union and Confederate Armies, Series 1, Vol. 12, Part 3, 50 copies; Series 1, Vols. 13, 14, and 15, 50 copies of each; and Series 1, Vol. 16, Part 1, 50 copies. Distributed as directed, the reserve number being retained. Also received Official Register of the United States Army for January, 1886, 6 pamphlet copies, all distributed; Register of the War Department, January 1, 1886, 15 copies, all distributed.

Received from the Secretary of the Interior: United States Supreme Court Reports, Vol. 112, 1 copy; Vol. 113, 23 copies; Vol. 114, 175 copies; Vol. 115, 171 copies; and Vol. 116, 152 copies. There were distributed: 1 copy of Vol. 91, 1 copy of Vol. 92, 1 copy of Vol. 94, 4 copies of Vol. 95, 1 copy of Vol. 96, 4 copies of Vol. 97, 4 copies of Vol. 98, 5 copies of Vol. 99, 4 copies of Vol. 100, 4 copies of Vol. 101, 4 copies of

Vol. 102, 4 copies of Vol. 103, 6 copies of Vol. 104, 5 copies of Vol. 105, 6 copies of Vol. 106, 4 copies of Vol. 107, 4 copies of Vol. 108, 5 copies of Vol. 109, 5 copies of Vol. 110, 4 copies of Vol. 111, 7 copies of Vol. 112, 5 copies of Vol. 113, 152 copies of Vol. 114, 150 copies of Vol. 115, and 150 copies of Vol. 116.

Received 20 copies of the United States Court of Claims Reports; all distributed.

Received from the Government Printing Office: Annual Report of the Attorney-General for 1885, 1,600 copies.

There were distributed:

Annual Report of the Attorney-General for—	Volumes.
1873	4
1874	4
1875	4
1876	3
1877	2
1878	4
1879	5
1880	6
1881	12
1883	40
1884	43
1885	1,550

There were distributed:

Register of the Department of Justice for—	
1872	1
1876	1
1883	52
1884	225

There were distributed:

Opinions of the Attorneys-General:	
Volume 13	15
Volume 14	15
Volume 15	17
Volume 16	22
Digest of Opinions of the Attorneys-General, 1789-1881	125
Record of the Star Route Trials, Second Trial, Vols. 1, 2, 3, and 4	33
Laws of the United States applicable to Alaska	10

Respectfully submitted.

M. B. CUMMINGS,
Librarian.

Hon. AUGUSTUS H. GARLAND,
Attorney-General.

EXHIBIT M 1.—*Detailed statistics of the institutions where United States prisoners were confined during the year ending June 30, 1886.*

District.	Prison.	Name of warden or superintendent.	Districts from which prisoners have been received during year.	Prisoners in custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.
Arizona	Territorial penitentiary, Yuma	Thomas Gates	Arizona	8	15	16	7	12	.....	11
Arkansas, eastern	Arkansas State penitentiary, Little Rock *a*	James R. Miller	Eastern Arkansas	3	57	56	4	31	11	15
California	California State prison, San Quentin	Paul Shirley	California	15	7	2	20	.....	8	12
	State prison of California, Folsom	John McComb	do	2	1	.....	3	.....	1	2
	House of correction, San Francisco	T. N. Machin	do	2	2	3	1	2	2	.....
Connecticut	Connecticut State prison, Wethersfield	S. E. Chamberlain	Connecticut	10	1	4	7	.....	.....	.....
Dakota	United States penitentiary, Sioux Falls, Dak. *b*	D. W. Maratta	.....	.....	.....	.....	.....	.....	.....	.....
District of Columbia	Government Hospital for the Insane, Washington, D. C.*c*	W. W. Godding	District of Columbia, Western Arkansas, Kentucky.	15	4	5	c14	.....	4	15
	Reform School of the District of Columbia, Washington, D. C	G. A. Shallanberger	East Tennessee, Middle Alabama	3	3	2	4	.....	3	.....
Idaho	United States penitentiary, Boisé City	F. T. Dubois	Idaho	8	23	17	14	.....	.....	23
Illinois, northern	Illinois State penitentiary, Joliet	R. W. McClaughry	Northern Illinois	7	13	6	14	.....	10	3
	House of correction, Chicago	Charles E. Felton	do	1	3	2	2	.....	3	1
Illinois, southern	Southern Illinois penitentiary, Menard	G. M. Mitchell	Northern, Middle, and Southern Alabama, Northern, Eastern, and Western Texas, Eastern and Western Louisiana, Eastern, Middle, and Western Tennessee, Southern Mississippi, New Mexico, and Southern Illinois.	112	61	*d*54	119	7	44	10
Indiana	Indiana State prison, north, Michigan City	James Murdock	Indiana	38	6	19	25	.....	43	1
	Marion County workhouse, Indianapolis	E. D. Thompson	do	.....	7	1	6	1	3	3
	Indiana reform school for boys, Plainfield	T. J. Charlton	do	2	1	1	2	.....	1	.....
	State reformatory for women and girls, Indianapolis.	Sarah F. Keeley	do	2	.....	2	.....	.....	2	.....

a Nearly all confined for safe-keeping, and awaiting trial.

b Penitentiary recently fitted up. No prisoners confined there during the past fiscal year.

c These are prisoners sent from different penitentiaries having become insane, and all are under treatment for insanity. Congress has now appropriated money for a suitable building for their custody, with rooms for their employment.

d One escaped.

EXHIBIT M 1.—*Detailed statistics of the institutions where United States prisoners were confined during the year ending June* 30, 1886—Continued.

District.	Prison.	Name of warden or superintendent.	Districts from which prisoners have been received during year.	Prisoners in custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.
Iowa, northern	Iowa State penitentiary, Anamosa	Marquis Barr	Montana, Northern and Southern Iowa.	6	5	5	6	.....	11	.....
Iowa, southern	Iowa State penitentiary, Fort Madison	J. W. Crosley	Southern Iowa	1	6	2	5	.....	7	.....
Kansas	Kansas State penitentiary, Lansing	John A. Smith	Kansas	7	5	5	7	.....	3	9
Maine	Maine State prison, Thomaston	G. S. Bean	Maine	5	.....	1	4	.....	.....	.....
Maryland	Maryland penitentiary, Baltimore	John W. Horn	Maryland	5	2	2	5	.....	3	2
Massachusetts	Massachusetts State prison, Boston	E. J. Russell	Massachusetts	5	1	.....	6	.....	4	2
	Massachusetts reformatory, Concord	Gardiner Tufts	do	1	.....	.....	1	.....	1	.....
Michigan, eastern	House of correction, Detroit	Jos. Nicholson	Eastern and Western Arkansas, Idaho, Dakota, Nebraska, Wyoming, Arizona, Eastern and Western Michigan.	224	272	151	345	165	80	100
Minnesota	Minnesota State prison, Stillwater	J. A. Reed	Minnesota	4	5	3	6	.....	5	1
Mississippi, southern	Mississippi State penitentiary, Jackson *a*	David Johnson	Mississippi	.....	1	1	.....	.....	1	.....
Missouri, western	Missouri State penitentiary, Jefferson City	D. W. Marmaduke	Eastern and Western Missouri	2	13	5	10	.....	15	.....
Montana	United States penitentiary, Deer Lodge	R. J. Kelley	Montana	6	10	5	11	.....	7	9
Nevada	Nevada State prison, Carson City	Frank Bell	Nevada	3	3	4	2	1	1	1
New Hampshire	New Hampshire State prison, Concord	Frank S. Dodge	District of Columbia and New Hampshire.	21	2	14	9	.....	4	19
	New Hampshire State industrial school, Manchester.	J. C. Ray	New Hampshire	.....	1	.....	1	.....	1	.....
New Jersey	New Jersey State prison, Trenton	J. H. Patterson	New Jersey	19	12	11	20	3	14	3
	Essex County penitentiary, Caldwell	Thomas T. Speer		.....	1	1	.....	.....	1	.....
New York, northern	Albany County penitentiary, Albany	John McEwen	Northern and Southern Florida, northern and Southern Georgia, Maryland, South Carolina, Eastern and Western Virginia, District of Columbia, and New York.	187	101	75	213	.....	43	170
	State prison, Auburn	J. S. Lanehart	New York	27	9	614	22	2	5	2
	Erie County penitentiary, Buffalo	A. N. Stickney	Western district Virginia and New York.	73	21	36	58	1	18	2

New York, eastern	State prison, Dannemora	Josiah Fuller	New York	1	.....	1	.....	.....	.....	1
Ohio, northern	New York State reformatory, Elmira	Z. R. Brockway	....do	6	14	5	15	.....	17	3
	Monroe County penitentiary, Rochester	Alex. McWhorter	....do	2	1	2	1	.....	1	.....
Ohio, southern	Western house of refuge, Rochester	Levi S. Fulton	....do	.....	1	.....	1	.....	1	.....
Oregon	Kings County penitentiary, Brooklyn	John Green	....do	16	4	6	14	1	2	1
Pennsylvania, eastern	City workhouse, Toledo	A. H. Sawkins	Northern Ohio	3	16	15	4	6	8	5
Pennsylvania, western	Cleveland work-house, Cleveland	W. D. Patterson	....do	3	3	3	3	1	5	.....
	Ohio penitentiary, Columbus	E. G. Coffin	Ohio	15	20	4	31	.....	30	5
Rhode Island	Oregon State penitentiary, Salem	George Collins	Oregon	16	13	10	19	.....	10	19
South Carolina	Eastern State penitentiary, Philadelphia	M. J. Cassidy	Eastern Pennsylvania	33	16	16	33	.....	12	4
Utah	Western penitentiary of Pennsylvania, Allegheny.	E. S. Wright	Western Pennsylvania	22	24	5	41	.....	19	5
Vermont	Rhode Island State prison, Providence	Wm. H. Sherman	Rhode Island	1	4	1	4	.....	2	2
	South Carolina penitentiary, Columbia	T. J. Lipscomb	South Carolina	.....	6	1	5	....	3	3
Washington Territory	Utah penitentiary, Salt Lake City	F. H. Dyer	Utah	13	104	54	63	.....	3	60
West Virginia	Vermont State prison, Windsor	E. W. Oakes	Vermont	2	.....	1	1	.....	1	.....
Wisconsin, eastern	Vermont house of correction, Rutland	G. N. Eayres	....do	4	2	2	4	.....	2	.....
Wisconsin, western	United States penitentiary, McNeil's Island	T. J. Hamilton	Washington Territory	14	101	101	14	12	.....	103
Wyoming	West Virginia penitentiary, Moundsville	John E. Peck	West Virginia	26	11	17	20	1	14	5
	House of correction, Milwaukee	M. J. McLaughlin	Wisconsin	2	.....	2	.....	.....	1	1
	Wisconsin State prison, Waupun	G. W. Carter	....do	5	2	4	3	.....	4	3
	United States penitentiary, Laramie	T. J. Carr	Colorado and Wyoming	5	11	4	12	.....	9	3
	Total			1,013	1,027	779	1,261	246	503	639

a Only one prisoner in this penitentiary for several years, and he was sentenced to 30 days' imprisonment.

b Two deaths; one to Auburn Insane Asylum.

EXHIBIT M 1.—*Detailed statistics of the institutions where United States prisoners were confined during the year ending June* 30, 1886—Continued.

District.	Prison.	Of those in custody June 30, 1886.															
		Born in United States.	Foreign born.	White males.	Colored males.	White females.	Colored females.	Age when committed.					Married.	Single.	Disabled or sick.	Working.	Idle.
								Under 20 years.	Between 20 and 30 years.	Between 30 and 40 years.	Between 40 and 50 years.	Over 50 years.					
Arizona	Territorial penitentiary, Yuma	3	4	7	.....	.....	.....	.....	.....	3	3	1	4	3	1	6	.....
Arkansas, eastern	Arkansas State penitentiary, Little Rock	4	.....	3	1	.....	.....	1	3	.....	.....	.....	.....	4	.....	1	3
California	California State prison, San Quentin	12	8	20	.....	.....	.....	.....	8	6	6	.....	10	10	1	19	.....
	State prison of California, Folsom	2	1	3	.....	.....	.....	.....	.....	.....	3	.....	.....	3	.....	3	.....
	House of correction, San Francisco	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	.....
Connecticut	Connecticut State prison, Wethersfield	6	1	7	.....	.....	.....	.....	1	3	1	2	6	1	.....	7	.....
Dakota	United States penitentiary, Sioux Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
District of Columbia	Gov't hospital for the insane, Washington	11	3	8	(a) 5	.....	1	.....	4	5	1	4	3	11	14	.....	.....
	Reform school of the District of Columbia	4	.....	2	2	.....	.....	4	.....	.....	.....	.....	.....	4	.....	4	.....
Idaho	United States penitentiary, Boise City	7	7	14	.....	.....	.....	.....	2	2	6	4	9	5	.....	.....	14
Illinois, northern	Illinois State penitentiary, Joliet	9	5	13	1	.....	.....	3	4	2	1	4	7	7	.....	12	2
	House of correction, Chicago	2	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	2	.....
Illinois, southern	Southern Illinois penitentiary, Menard	113	6	108	11	.....	.....	8	60	23	14	14	53	66	10	109	.....
Indiana	Indiana State prison, North Michigan City	25	.....	24	1	.....	.....	1	8	5	7	4	13	12	1	24	.....
	Marion County work-house, Indianapolis	3	3	5	1	.....	.....	.....	2	2	2	.....	1	5	.....	6	.....
	Indiana reform school for boys, Plainfield	2	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	2	.....
	State reformatory for women and girls, Indianapolis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa, northern	Iowa State penitentiary, Anamosa	5	1	5	.....	1	.....	.....	2	.....	3	1	4	2	1	5	.....
Iowa, southern	Iowa State penitentiary, Fort Madison	5	.....	5	.....	.....	.....	1	2	2	.....	.....	1	4	.....	5	.....
Kansas	Kansas State penitentiary, Lansing	7	.....	6	1	.....	.....	1	5	.....	1	.....	1	6	.....	7	.....
Maine	Maine State prison, Thomaston	3	1	4	.....	.....	.....	.....	2	2	.....	.....	2	2	.....	4	.....
Maryland	Maryland penitentiary, Baltimore.	5	.....	3	2	.....	.....	1	.....	4	.....	.....	3	2	.....	5	4
Massachusetts	Massachusetts State prison, Boston.	4	2	6	.....	.....	.....	.....	.....	3	2	1	4	2	.....	2	.....
	Massachusetts reformatory, Concord	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	.....
Michigan, eastern	House of correction, Detroit	299	46	224	(b) 119	1	1	40	124	109	60	12	180	165	5	340	.....
Minnesota	Minnesota State prison, Stillwater	5	1	6	.....	.....	.....	.....	3	2	1	.....	2	4	.....	6	.....
Mississippi, southern	Mississippi State penitentiary, Jackson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, western	Missouri State penitentiary, Jefferson City	9	1	10	.....	.....	.....	.....	2	4	4	.....	7	3	.....	10	.....
Montana	United States penitentiary, Deer Lodge	9	2	10	(c) 1	.....	.....	.....	5	5	1	.....	2	9	.....	.....	11
Nevada	Nevada State prison, Carson City	1	1	2	.....	.....	.....	.....	1	1	.....	.....	.....	2	.....	2	.....
New Hampshire	New Hampshire State prison, Concord	9	.....	4	5	.....	.....	1	6	2	.....	.....	2	7	.....	9	.....

	New Hampshire State industrial school, Manchester.	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	.....
New Jersey	New Jersey State prison, Trenton	14	6	20	.....	.....	.....	2	8	3	4	3	14	6	.....	16	4
	Essex County penitentiary, Caldwell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, northern	Albany County penitentiary, Albany	197	16	94	113	.....	6	35	93	56	19	10	75	138	(d) 4	208	1
	State prison, Auburn	15	7	20	2	.....	.....	1	9	3	5	4	11	11	1	10	11
	Erie County penitentiary, Buffalo	48	10	20	38	.....	.....	.....	25	15	13	5	30	28	3	55	.....
	State prison, Dannemora	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	New York State Reformatory, Elmira	13	2	15	.....	.....	.....	6	9	.....	.....	.....	2	13	.....	15	.....
	Monroe County penitentiary, Rochester	.....	1	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	.....
	Western house of refuge, Rochester	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	.....
New York, eastern	Kings County penitentiary, Brooklyn	6	8	13	.....	1	.....	.....	5	3	2	4	8	6	4	9	1
Ohio, northern	City work-house, Toledo	4	.....	3	.....	1	.....	.....	.....	4	.....	.....	2	2	.....	.....	4
	Cleveland work-house, Cleveland	3	.....	3	.....	.....	.....	2	1	.....	.....	.....	.....	3	.....	3	.....
Ohio, southern	Ohio penitentiary, Columbus	25	6	30	.....	1	.....	4	10	11	5	1	11	20	1	30	.....
Oregon	Oregon State penitentiary, Salem	13	6	16	3	.....	.....	1	5	7	2	4	2	17	4	15	.....
Pennsylvania, eastern	Eastern State penitentiary, Philadelphia	21	12	31	2	.....	.....	1	9	12	5	6	29	4	6	27	.....
Pennsylvania, western	Western penitentiary of Pennslyvania, Allegheny.	38	3	41	.....	.....	.....	2	19	11	6	3	23	18	3	33	5
Rhode Island	Rhode Island State prison, Providence	2	2	4	.....	.....	.....	.....	2	.....	2	.....	1	3	1	3	.....
South Carolina	South Carolina penitentiary, Columbia	5	.....	2	3	.....	.....	1	1	1	.....	2	2	3	.....	5	.....
Utah	Utah penitentiary, Salt Lake City	19	44	63	.....	.....	.....	.....	8	10	21	24	59	4	.....	.....	63
Vermont	Vermont State prison, Windsor	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	1	.....
	Vermont house of correction, Rutland	4	.....	4	.....	.....	.....	1	1	.....	.....	2	4	.....	.....	3	1
Washington Territory	United States penitentiary, McNeil's Island	8	6	13	1	.....	.....	.....	1	11	1	1	4	10	.....	12	2
West Virginia	West Virginia penitentiary, Moundsville	20	.....	17	2	.....	1	.....	8	8	2	2	14	6	2	15	3
Wisconsin, eastern	House of correction, Milwaukee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, western	Wisconsin State prison, Waupun	2	1	3	.....	.....	.....	.....	1	1	1	.....	3	.....	.....	3	.....
Wyoming	United States penitentiary, Laramie	10	2	12	.....	.....	.....	.....	7	2	3	.....	2	10	1	9	2
Total		1,035	226	932	314	6	9	125	468	343	207	118	612	649	63	1067	131

a One Indian. *b* Forty-seven Indians. *c* One Chinese. *d* Three insane awaiting transportation to the Government hospital for the insane, at Washington, D. C.

EXHIBIT M 2.—*Statement showing the institutions designated for the confinement of United States prisoners from the several judicial districts.*

District.	Prison.	Location.
Alabama, northern	Albany County penitentiary	Albany, N. Y.
Alabama, middle and southern	do	Do.
Alaska	Jail	Sitka, Alaska.
Arizona	Southern Illinois penitentiary, over two years.	Menard, Ill.
	Territorial prison under, two years	Yuma, Ariz.
Arkansas, eastern	Southern Illinois penitentiary	Menard, Ill.
Arkansas, western	do	Do.
California	California State prison	San Quentin, Cal.
	Folsom branch prison	Folsom, Cal.
Colorado	United States penitentiary	Laramie, Wyo.
Connecticut	Connecticut State prison	Wethersfield, Conn.
Dakota	United States penitentiary	Sioux Falls, Dak.
Delaware	Jails	
District of Columbia	Albany County penitentiary	Albany, N. Y.
Florida, northern	do	Do.
Florida, southern	do	Do.
Georgia, northern	do	Do.
Georgia, southern	do	Do.
Idaho	United States penitentiary, under one year.	Boisé City, Idaho.
	United States penitentiary, over one year.	Sioux Falls, Dak.
Illinois, northern	Northern Illinois penitentiary	Joliet, Ill.
Illinois, southern	Southern Illinois penitentiary	Menard, Ill.
Indiana	Indiana State prison	Michigan City, Ind.
Iowa, northern	Additional penitentiary	Anamosa, Iowa.
Iowa, southern	do	Do.
Kansas	Kansas State penitentiary	Lansing, Kans.
Kentucky	Albany County penitentiary	Albany, N. Y.
Louisiana, eastern	Southern Illinois penitentiary	Menard, Ill.
Louisiana, western	do	Do.
Maine	Maine State prison	Thomaston, Maine.
Maryland	Maryland State prison	Baltimore, Md.
Massachusetts	Massachusetts State prison	Boston, Mass.
Michigan, eastern	House of correction	Detroit, Mich.
Michigan, western	do	Do.
Minnesota	Minnesota State prison	Stillwater, Minn.
Mississippi, northern	Albany County penitentiary	Albany, N. Y.
Mississippi, southern	do	Do.
Missouri, eastern	Missouri State penitentiary	Jefferson City, Mo.
Missouri, western	do	Do.
Montana	United States penitentiary	Deer Lodge, Mont.
Nebraska	do	Sioux Falls, Dak.
Nevada	Nevada State prison	Carson City, Nev.
New Hampshire	New Hampshire State prison	Concord, N. H.
New Jersey	New Jersey State prison	Trenton, N. J.
New Mexico	Southern Illinois penitentiary, over two years.	Menard, Ill.
	New Mexico penitentiary, under two years.	Santa Fé, N. M.
New York, northern	Albany County penitentiary	Albany, N. Y.
	Auburn State prison	Auburn, N. Y.
	Clinton State prison	Dannemora, N. Y.
	Erie County penitentiary	Buffalo, N. Y.
New York, eastern	Kings County penitentiary	Brooklyn, N. Y.
New York, southern	Penitentiaries in State	
North Carolina, eastern	Albany County penitentiary	Albany, N. Y.
North Carolina, western	do	Do.
Ohio, northern	Ohio State penitentiary	Columbus, Ohio.
Ohio, southern	do	Do.
Oregon	Oregon State prison	Salem, Oreg.
Pennsylvania, eastern	Eastern State penitentiary	Philadelphia, Pa.
Pennsylvania, western	Western State penitentiary	Allegheny City, Pa.
Rhode Island	Rhode Island State prison	Providence, R. I.
South Carolina	Albany County penitentiary	Albany, N. Y.
Tennessee, eastern	do	Do.
Tennessee, middle	do	Do.
Tennessee, western	do	Do.
Texas, northern	Southern Illinois peniten iary	Menard, Ill.
Texas, eastern	do	Do.
Texas, western	do	Do.
Utah	Utah penitentiary	Salt Lake City, Utah.
Vermont	Vermont State prison	Windsor, Vt.
	House of correction	Rutland, Vt.
Virginia, eastern	Albany County penitentiary	Albany, N. Y.
Virginia, western	do	Do.
West Virginia	West Virginia penitentiary	Moundsville, W. Va.
Washington	United States penitentiary	McNeil's Is'ld, Wash.
Wisconsin, eastern	Wisconsin State prison	Waupun, Wis.
Wisconsin, western	do	Do.
Wyoming	United States penitentiary	Laramie, Wyo.

EXHIBIT N.—*Detailed statistics of the jails where United States prisoners were confined during the year ending June* 30, 1886.

District.	Name and location of jail.	Name of jailer.	In custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.	Of those in confinement during year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examination.	White males.	Colored males.	White females.	Colored females.	Married.	Single.
Alabama, north..	Blount County jail, Blountsville	M. Tidwell	.....	2	2	.....	.....	.....	2	.....	2	.....	.....	1	.....	.....	.....	.....	.....
	Calhoun County jail, Jacksonville	N. W. Woodruff	4	29	33	....	31	2	.....	.....	33	.....	7	26	.....	.....	.....	.....	.....
	Etowah County jail, Gadsden	J. I. Pogue	2	57	59	.....	54	.....	5	16	.....	.....	50	9	....	.....	52	7
	Fayette County jail, Fayette C. H.	A. P. Dodds	.....	23	23	.....	17	.....	6	.....	23	23	22	1	.....	.....	18	5
	Madison County jail, Huntsville	J. F. McGehee	6	106	108	4	100	4	2	3	.....	.....	60	52	.....	.....	.....	.....
	Jefferson County jail, Birmingham	S. R. Truss	4	130	128	4	119	5	6	3	2	125	.....	.....	.....	.....	.....	.....
Alabama, middle	Montgomery County jail, Montgomery.	B. R. Herbert	3	29	31	1	9	6	14	20	12	.....	24	8	.....	.....	.....	.....
Alabama, south..	Mobile County jail, Mobile	Wm. I. Brainerd	.....	44	44	.....	.....	.....	44	26	4	14	27	17	.....	.....	.....	.....
Alaska	United States jail, Sitka	B. Atkins	9	48	39	9	.....	.....	57	57	1	.....	9	32	5	11	22	35
Arkansas, east...	Baxter County jail, Mountain Home	J. H. Wolf	.....	1	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....
	Conway County jail, Morrilton	P. H. Spears	.....	1	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Cross County jail, Wittsburgh	L. T. Head	.....	1	*a* 1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
	Faulkner County jail, Conway	A. J. Witt	.....	1	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Lawrence County jail, Powhatan	John Darter	.....	2	2	.....	2	.....	.....	2	.....	.....	2	.....	.....	.....	2	.....
	Nevada County jail, Prescott	Valentine King	.....	1	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Pulaski County jail, Little Rock	Robt. W. Worthen	.....	8	8	.....	5	1	2	.....	.....	.....	5	3	.....	.....	5	3
	St. Francis County jail, Forrest City	D. M. Wilson	.....	1	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	1
	Stone County jail, Mountain View	Q. W. Storey	.....	2	2	.....	2	.....	.....	2	.....	.....	2	.....	.....	.....	1	1
Arkansas, west..	United States jail, Fort Smith	Neil K. Pryor	113	823	858	78	32	5	786	207	56	5	377	*b* 431	6	*c* 9	464	359
Arizona	Maricopa County jail, Phœnix	M. M. Broodway	.....	20	19	1	1	.....	19	.....	9	11	19	1	.....	.....	18	2
	Pima County jail, Tucson	Chas. Kresham	1	30	30	1	6	2	23	3	8	20	31	.....	.....	.....	12	19
	Yavapai County jail, Prescott	M. J. Mulveron	2	22	20	4	5	4	15	7	6	11	*d* 20	4	.....	.....	.....	24
	Cochise County jail, Tombstone	R. S. Hatch	.....	9	9	.....	.....	.....	9	.....	9	.....	9	.....	.....	.....	7	2
California	Alameda County jail, Oakland	W. E. Hale	2	12	10	4	1	2	9	9	4	1	11	*e* 3	.....	.....	5	.....
	San Francisco County jail, San Francisco.	John Rogers	7	164	166	15	24	24	133	17	164	.....	.....	.....	.....	.....	.....	.....
Colorado	Arapahoe County jail, Denver	.....	8	21	29	.....	.....	7	22	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Pueblo County jail, Pueblo	Samuel M. Herd	.....	11	11	.....	.....	6	5	.....	.....	.....	11	.....	.....	.....	2	9

a Escaped. *b* Including 275 Indians. *c* All Indians. *d* Including Chinese. *e* Including 2 Chinese.

EXHIBIT N.—*Detailed statistics of the jails where United States prisoners were confined during the year ending June* 30, 1886.

District.	Name and location of jail.	Name of jailer.	In custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.	Of those in confinement during year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examination.	White males.	Colored males.	White females.	Colored females.	Married.	Single.
Connecticut	Hartford County jail, Hartford	A. W. Spaulding	2	7	3	6	.....	3	4	7	1	1	9	.....	.....	.....	3	6
	New Haven County jail, New Haven	G. A. Stephens	3	2	5	.....	.....	1	4	3	.....	2	5	.....	.....	.....	1	4
Dakota	Burleigh County jail, Bismarck	A. McKenzie	.....	7	6	1	1	.....	6	.....	.....	.....	7	.....	.....	.....	.....	.....
	Cass County jail, Fargo	J. E. Haggart	4	5	7	1	.....	.....	8	1	4	2	6	a2	.....	.....	4	3
	Lawrence County jail, Deadwood	J. W. Garland	3	14	15	2	.....	.....	17	.....	.....	2	1	1	.....	.....	.....	2
	Yankton County jail, Yankton	P. Brennen	.....	17	15	2	3	2	12	.....	2	.....	17	.....	.....	.....	.....	.....
Delaware	New Castle County jail, New Castle	Thomas Ford	1	8	3	6	6	1	2	8	1	.....	4	4	1	.....	5	4
Dist. Columbia	United States jail, Washington	John S. Crocker	142	1,817	1,803	156	.....	14	1,803	1,284	527	148	481	1,233	22	223	.....	.....
Florida, north	Duval County jail, Jacksonville	H. D. Holland	1	15	14	2	4	5	7	4	11	1	8	8	.....	.....	7	9
	Escambia County jail, Pensacola	Joseph Wilkins	.....	11	11	.....	2	2	7	.....	.....	.....	7	4	.....	.....	1	10
	Leon County jail, Tallahassee	John A. Pearce	.....	2	.....	1	.....	.....	2	.....	1	.....	1	1	.....	.....	1	1
Florida, south	Hillsborough County jail, Tampa	W. R. Burke	2	1	3	1	1	1	.....	1	2	.....	2	1	.....	.....	2	1
	Monroe County jail, Key West	George A. Demeritt	.....	6	5	1	.....	1	5	1	.....	.....	1	.....	.....	.....	1	.....
Georgia, north	Bartow County jail, Cartersville	W. W. Roberts	.....	82	82	.....	81	1	.....	51	31	.....	76	6	.....	.....	.....	.....
	Carroll County jail, Carrollton	.....	.....	32	32	.....	28	.....	4	.....	32	.....	.....	.....	.....	.....	.....	.....
	Clarke County jail, Athens	John W. Wier	.....	2	2	.....	1	1	.....	1	1	.....	2	.....	.....	.....	1	1
	Chattooga County jail, Summerville	.....	.....	9	9	.....	9	.....	.....	.....	9	.....	.....	.....	.....	.....	.....	.....
	Cherokee County jail, Canton	E. G. Gramling	.....	19	19	.....	19	.....	.....	.....	.....	.....	18	1	.....	.....	.....	.....
	Coweta County jail, Newman	George H. Carmical	.....	31	31	.....	22	.....	9	.....	.....	.....	2	28	1	.....	.....	.....
	Campbell County jail, Fairburn	J. D. Collins	.....	3	3	.....	3	.....	.....	3	.....	.....	3	.....	.....	.....	2	1
	Cobb County jail, Marietta	A. T. Coryell	.....	69	69	.....	67	.....	2	2	.....	.....	2	.....	.....	.....	2	.....
	Dawson County jail, Dawsonville	.....	.....	2	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	De Kalb County jail, Decatur	James Hunter	.....	19	19	.....	18	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Fulton County jail, Atlanta	C. L. Poole	13	746	739	20	739	6	1	397	349	.....	.....	.....	1	2	.....	.....
	Floyd County jail, Rome	J. M. Jenkins	.....	22	22	.....	20	2	.....	.....	.....	.....	14	8	.....	.....	.....	.....
	Gilmer County jail, Ellijay	H. M. Bremlett	.....	126	126	.....	124	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hall County jail, Gainesville	John L. Gairns	.....	158	158	.....	153	1	4	17	141	.....	142	16	.....	.....	.....	.....
Georgia, north	Gordon County jail, Calhoun	.....	.....	2	2	.....	2	.....	.....	.....	2	.....	1	1	.....	.....	.....	.....
	Gwinnette County jail, Lawrenceville.	W. P. Cosby	.....	5	5	.....	5	.....	.....	5	.....	.....	4	1	.....	.....	4	1
	Hart County jail, Hartwell	.....	.....	14	14	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lumpkin County jail, Dahlonega	.....	.....	15	15	.....	15	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	.....

Georgia, south...	Spalding County jail, Griffin	R. S. Connell	.....	3	3	.....	3	.....	.....	.....	.....	.....	2	1	.....	.....	2	1
	Union County jail, Blairsville	E. G. Wellbone	.....	20	20	.....	19	1	.....	.....	.....	20	20	.....	.....	.....	.....	.....
	Winfield County jail, Dalton	S. D. Poarch	.....	62	62	.....	62	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Chatham County jail, Savannah	J. T. Ronan	1	42	41	1	30	6	7	.....	.....	.....	16	21	.....	1	.....	.....
	Glynn County jail, Brunswick	W. H. Berrie	.....	16	16	.....	15	.....	1	.....	.....	.....	1	14	.....	1	.....	.....
	Bibb County jail, Macon	Nat Birdsong	1	74	71	4	60	9	6	6	43	32	23	52	.....	.....	.....	.....
	Brooks County jail, Quitman	W. A. McNeil	.....	3	3	.....	1	2	.....	1	.....	.....	2	1	.....	.....	2	1
	Monroe County jail, Forsyth	C. A. King	1	2	3	.....	2	1	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Idaho	No report																	
Illinois, north	Cook County jail, Chicago	Conrad Folz	9	94	5	13	19	46	8	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Ogle County jail, Oregon	H. C. Peeke	1	.....	.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	1
	Stephenson County jail, Freeport	William Steward	1	.....	.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	1
Illinois, south	Sangamon County jail, Springfield	A. C. Malone.	16	134	139	11	90	21	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana	Allen County jail, Fort Wayne	De Groff Nelson	1	16	17	.....	1	15	1	1	.....	16	16	1	.....	.....	.....	.....
	Henry County jail, New Castle	George H. Cain	.....	1	1	.....	.....	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....
	Hendricks County jail, Danville	W. P. Ayers	1	.....	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Howard County jail, Kokomo	Luther McReynolds	1	.....	1	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Marion County jail, Indianapolis	George H. Carter	1	52	51	2	4	33	16	.....	2	51	49	3	1	.....	.....	.....
Iowa, north	Dubuque County jail, Dubuque	Joseph McCann	2	30	30	2	23	9	.....	.....	2	.....	31	1	.....	.....	15	17
	Woodbury County jail, Sioux City	Donald McDonald	4	28	32	.....	30	2	.....	.....	.....	.....	32	.....	.....	.....	14	18
Iowa, south	Polk County jail, Des Moines	Nat. Parmenter	.....	4	4	.....	3	1	.....	1	3	.....	4	.....	.....	.....	2	2
	Pottawattamie County jail, Council Bluffs.	Perry Reel	....	18	16	2	8	10	.....	4	12	2	15	1	1	1	10	8
	City prison, Davenport	Frank Kessler	.....	5	5	.....	.....	5	.....	.....	5	.....	5	.....	.....	.....	3	2
	Lee County jail, Keokuk	R. Root	1	34	32	3	25	9	1	22	13	.....	34	.....	1	.....	16	19
	Scott County jail, Davenport	Nat. Leonard	.....	11	11	.....	5	6	.....	.....	11	.....	11	.....	.....	.....	8	3
Kansas	Bourbon County jail, Fort Scott	J. W. Hewitt	....	1	1	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....
	Cloud County jail, Concordia	Edw. Marshall	.....	1	1	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	1
	Cherokee County jail, Columbus	W. L. Aveker	.....	4	3	1	.....	.....	4	.....	4	.....	4	.....	.....	.....	.....	4
	Montgomery County jail, Independence.	L. Shadley	.....	1	1	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	1
	Davis County jail, Junction City	C. L. Linton	.....	3	3	.....	.....	3	.....	.....	.....	3	3	.....	.....	.....	2	1
	Cowley County jail, Winfield	G. H. McIntire	.....	12	9	3	3	.....	9	.....	2	10	12	.....	.....	.....	2	10
	Leavenworth County jail, Leavenworth City.	Levi Churchill	.....	12	6	6	5	1	6	1	11	.....	11	b1	....	.....	1	11
	Labette County jail, Oswego	C. B. Woodford	.....	3	3	.....	2	.....	1	.....	3	.....	3	.....	.....	.....	2	1
	Phillips County jail, Phillipsburg	C. M. McGuire	.....	1	1	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1
	Shawnee County jail, Topeka	A. M. Fuller	3	39	42	.....	16	7	19	4	38	.....	41	1	.....	.....	.....	.....
	Sumner County jail, Wellington	J. O. Severns	.....	3	2	1	.....	.....	3	.....	1	2	3	.....	.....	.....	.....	3
	Sedgwick County jail, Wichita	W. W. Hays	1	7	5	3	.....	.....	8	1	7	.....	7	1	.....	.....	5	3
	Wyandotte County jail, Wyandotte	James Ferguson	.....	4	4	.....	2	.....	2	.....	.....	.....	4	.....	.....	.....	.....	.....
Kentucky	Boyd County jail, Catlettsburgh	James Newman	.....	39	39	.....	36	.....	3	.....	.....	.....	38	1	.....	.....	.....	.....
	Bullitt County jail, Shepherdsville	H. C. Bowman	.....	5	5	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Carter County jail, Grayson	J. W. Tyrell	.....	20	20	.....	19	.....	1	.....	.....	.....	20	.....	.....	.....	.....	.....
	Clay County jail, Manchester	John Lucas	.....	11	11	.....	11	.....	11	.....	.....	11	6	.....	.....	5	.....	.....
	Fayette County jail, Lexington	W. E. Wilkerson	1	13	13	.....	5	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Franklin County jail, Frankfort	Daniel Sheehan	1	14	14	.....	8	2	4	3	1	10	9	5	.....	.....	.....	.....
	Floyd County jail, Prestonburg	J. S. Layne	1	96	96	1	95	1	1	.....	.....	.....	1	.....	.....	.....	.....	1
	Greenup County jail, Greenup Court House.	J. P. Winter	1	18	13	.....	13	.....	.....	.....	13	.....	13	.....	.....	.....	.....	.....
	Harlan County jail, Mount Pleasant	J. S. Kelly	.....	13	13	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a Both Indians.

b Indian.

EXHIBIT N.—*Detailed statistics of jails where United States prisoners were confined during the year ending June* 30, 1866.

District.	Name and location of jail.	Name of jailor.	In custody July 1, 1885.	Received during year ending June 30, 1866.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.	Of those in confinement during the year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examination.	White males.	Colored males.	White females,	Colored females.	Married.	Single.
Kentucky	Knox County jail, Barbourville	J. H. Catron	.....	105	105	.....	105	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	Kenton County jail, Covington	G. T. Thomas	16	157	138	35	165	5	3	.....	.....	.....	144	11	16	2	.....	.....
	Laurel County jail, London	.....	4	41	41	.....	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Macon County jail, Marysville	D. Fitzgerald	.....	34	14	20	34	.....	.....	34	.....	.....	24	10	.....	.....	.....	.....
	McCrackin County jail, Paducah	J. W. Sauner	.....	6	6	1	1	5	.....	5	1	.....	4	1	.....	.....	1	5
	Montgomery County jail, Mount Sterling.	I. J. Stephens	.....	11	11	.....	11	.....	.....	.....	11	.....	11	.....	.....	.....	.....	.....
	Pulaski County jail, Somerset	John Silvers	.....	35	35	.....	33	1	1	.....	.....	.....	33	1	1	.....	.....	.....
Louisiana, east	Parish prison, New Orleans	J. G. Ruffin	.....	37	36	1	3	9	25	.....	1	.....	26	10	.....	1	.....	.....
Louisiana, west	Caddo Parish jail, Shreveport	John Lake	1	2	3	.....	.....	2	1	.....	3	.....	3	.....	.....	.....	1	2
	Concordia Parish jail, Vidalia	R. W. Chase	.....	1	.....	1	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	1
	Ouachita Parish jail, Monroe	J. E. McGuire	.....	4	4	.....	.....	1	3	.....	2	2	1	1	.....	2	3	1
	Rapides Parish jail, Alexandria	D. C. Paul	.....	1	1	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	1	.....
Maine	Aroostook County jail, Houlton	A. G. Putnam	1	3	3	.....	2	.....	1	1	1	1	2	.....	1	.....	.....	.....
	Cumberland County jail, Portland	Benjamin True	2	40	36	6	27	2	9	9	22	9	35	.....	5	.....	.....	.....
	Kennebec County jail, Augusta	C. R. McFadden	1	4	5	.....	4	.....	1	5	.....	.....	4	.....	1	.....	5	.....
	Penobscot County jail, Bangor	C. D. Chapman	.....	5	4	1	4	.....	1	1	.....	.....	2	.....	3	.....	2	3
Maryland	Baltimore City jail, Baltimore	J. T. Morrison	7	60	54	6	10	8	a42	14	.....	46	44	16	.....	.....	.....	.....
Massachusetts	Essex County jail, Lawrence	Horatio G. Herrick	3	2	4	1	.....	3	2	5	.....	.....	5	.....	.....	.....	5	.....
	Essex County jail, Salem	Samuel R. Hathaway	.....	1	.....	1	.....	1	.....	1	.....	.....	1	.....	.....	.....	1	.....
	Nantucket County jail, Nantucket	Stephen S. Gibbs	1	.....	.....	1	.....	.....	1	1	.....	.....	1	.....	.....	.....	1	.....
	Suffolk County jail, Boston	John B. O'Brien	7	284	290	1	4	21	24	.....	49	b235	267	13	4	.....	46	238
	Worcester County jail, Fitchburg	B. D. Dwinnell	11	7	14	4	3	5	10	18	.....	.....	16	.....	2	.....	10	8
	Worcester County jail, Worcester	A. B. R. Sprague	4	6	8	2	4	.....	2	10	.....	.....	9	1	.....	.....	9	1
Michigan, east	Bay County jail, Bay City	Martin Brenneim	1	6	6	.....	2	4	.....	.....	.....	6	5	.....	1	.....	4	2
	Saint Clair County jail, Port Huron	F. L. Follensbe	.....	6	6	.....	5	1	.....	.....	2	4	6	.....	.....	.....	4	2
	Wayne County jail, Detroit	George H. Steelwagen	3	10	13	.....	2	4	7	.....	8	5	12	1	.....	.....	10	3
Michigan, west	Houghton County jail, Houghton	W. J. Ryan	.....	2	2	.....	2	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....
	Ingham County jail, Lansing	S. N. Edgerly	.....	1	1	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	1	.....
	Alleghan County jail, Alleghan	W. J. Rice	.....	1	.....	1	.....	.....	1	1	.....	.....	1	.....	.....	.....	1	.....
	Kent County jail, Grand Rapids	L. T. Kinney	1	21	20	3	3	12	6	.....	12	9	19	.....	2	.....	13	8

	Cass County jail, Cassopolis	F. M. Sanders	.....	1	1	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1
	Muskegon County jail, Muskegon	David Mann	.....	1	1	.....	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	1
	Mackinac County jail, Saint Ignace	Arthur Harnell	.....	1	1	.....	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1
	Marquette County jail, Marquette	A. A. Anderson	1	5	5	1	4	.....	1	1	5	4	4	.....	2	.....	4	.....	2
	Mason County jail, Ludington	John Bethune	1	1	2	.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....
Minnesota	Hennepin County jail, Minneapolis	W. M. Brockett	.....	1	1	.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....
	Polk County jail, Crookston	W. F. Zwickey	.....	6	6	.....	.....	5	.....	.....	6	.....	6	.....	.....	.....	4	2	
	Ramsey County jail, Saint Paul	Fred. Richter	4	55	52	7	25	17	13	10	49	.....	54	c4		c1	.....	.....	
	Winona County jail, Winona	E. V. Brogart	.....	25	23	2	.....	.....	2	2	.....	.....	2	.....	.....	.....	.....	.....	
Mississippi, nor'h	Alcorn County jail, Corinth	B. F. Williams	.....	2	2	.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	1	1	
	Attala County jail, Kosciusko	R. B. Webb	.....	4	4	.....	4	.....	.....	.....	3	3	1	3	.....	.....	3	1	
	LaFayette County jail, Oxford	J. E. Moore	.....	49	49	.....	48	1	.....	.....	.....	.....	35	14	.....	.....	26	23	
	Monroe County jail, Aberdeen	L. A. Wood	.....	10	10	.....	8	2	.....	.....	.....	.....	7	3	.....	.....	.....	.....	
Mississippi, south	Adams County jail, Natchez	James W. Lambert	.....	45	37	8	.....	.....	45	25	45	.....	.....	1	.....	44	.....	.....	
	Hinds County jail, Jackson	S. B. Thomas	.....	52	52	.....	2	3	47	.....	.....	.....	11	12	.....	29	.....	.....	
	Wayne County jail, Waynesboro'	R. J. Martin	.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Warren County jail, Vicksburg	W. O. Winell	.....	3	3	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Missouri, east	Saint Charles County jail, Saint Charles.	P. Klippel	.....	2	1	1	.....	2	.....	1	1	.....	2	.....	.....	.....	2	.....	
	Saint Louis City jail, Saint Louis	H. O. Siegmond	7	65	60	12	26	35	11	36	28	8	62	5	4	1	36	36	
Missouri, west	Buchanan County jail, Saint Joseph	J. H. Carrey	1	5	6	.....	5	1	.....	.....	1	5	6	.....	.....	.....	.....	.....	
	Greene County jail, Springfield	F. M. Donnell	.....	38	13	.....	15	8	15	.....	38	5	37	1	.....	.....	.....	.....	
	Jackson County jail, Kansas City	W. J. Phillips	4	71	71	4	.....	.....	.....	.....	5	.....	3	2	.....	.....	.....	.....	
	City jail, Joplin	J. J. Cooper	.....	21	20	1	17	3	1	.....	1	1	19	.....	2	.....	10	11	
Montana	Custer County jail, Miles City	C. W. Savage	2	11	12	1	.....	4	7	.....	12	1	12	1	.....	.....	.....	13	
	Choteau County jail, Fort Benton	J. McDevitt	.....	1	.....	1	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	1	
	Deer Lodge County jail, Deer Lodge	J. B. McMaster	.....	6	6	.....	.....	6	.....	.....	6	.....	6	.....	.....	.....	2	4	
	Gallatin County jail, Bozeman	A. J. Edsall	1	1	1	1	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	1	
	Lewis and Clarke County jail, Helena	B. H. Churchill	.....	2	1	1	.....	.....	2	1	1	.....	2	.....	.....	.....	.....	2	
	Dawson County jail, Glendiro	H. C. Suttle	1	2	3	.....	.....	.....	3	.....	3	.....	3	.....	.....	.....	.....	3	
	Silver Bow County jail, Butte		.....	6	6	.....	.....	6	.....	.....	6	.....	6	.....	.....	.....	2	4	
	Yellowstone County jail, Billings	J. R. King	.....	5	3	2	.....	.....	5	.....	5	.....	5	.....	.....	.....	.....	5	
Nebraska	Douglas County jail, Omaha	William Coburn	2	23	21	4	4	12	9	15	9	1	24	1	.....	.....	9	16	
	Lancaster County jail, Lincoln	S. M. Melick	.....	10	10	.....	1	6	3	.....	8	2	10	.....	.....	.....	2	8	
Nevada	Ormsby County jail, Carson City	William H. Corisler	.....	4	4	....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Storey County jail, Virginia City	D. D. Donovan	.....	1	.....	1	1	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	
	Washoe County jail, Reno	J. F. Emmett	.....	1	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New Hampshire	Hillsborough County jail, Manchester.	David Wadsworth	2	2	3	1	1	3	.....	3	1	.....	4	.....	.....	.....	2	2	
	Merrimack County jail, Concord	W. K. Norton	.....	2	2	.....	.....	2	.....	1	1	1	2	.....	.....	.....	1	1	
	Rockingham County jail, Exeter	G. W. Tilton	.....	3	3	.....	.....	3	.....	.....	.....	.....	3	.....	.....	.....	2	1	
	Rockingham County jail, Portsmouth.	J. Hornekerst	.....	4	4	.....	.....	4	.....	.....	4	.....	4	.....	.....	.....	2	2	
New Jersey	Camden County jail, Camden	R. F. Smith	.....	4	3	1	1	2	1	.....	4	.....	3	.....	1	.....	2	2	
	Essex County jail, Newark	A. J. Johnson	.....	10	6	4	.....	7	3	1	7	2	10	.....	.....	.....	1	9	
	Hudson County jail, Jersey City	D. C. Joyce	.....	20	17	3	3	14	3	.....	20	.....	18	.....	2	.....	8	12	
	Mercer County jail, Trenton	Edw. Sweeney	3	15	18	.....	9	8	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New Mexico	Bernalillo County jail, Albuquerque	Santiago Baco	.....	7	6	1	.....	3	4	.....	1	.....	7	.....	.....	.....	.....	.....	
	Doña Aña County jail, Las Cruces	Eugene Van Patten	1	15	16	.....	.....	1	15	1	.....	.....	16	.....	.....	.....	.....	.....	
	Grant County jail, Silver City	J. B. Woods	.....	5	1	4	.....	.....	5	.....	4	.....	4	.....	.....	.....	2	2	
	Santa Fé County jail, Santa Fé	Francisco Chavez	.....	35	33	2	4	3	28	3	1	.....	35	.....	.....	.....	.....	.....	

a Including witnesses. *b* Witnesses. c Indians.

EXHIBIT N.—*Detailed statistics of the jails where United States prisoners were confined during the year ending June* 30, 1886—Continued.

District.	Name and location of jail.	Name of jailer.	In custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.	Of those in confinement during year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examination.	White males.	Colored males.	White females.	Colored females.	Married.	Single.
New York, north.	Allegany County jail, Belmont	A. V. Bradley	.....	4	3	1	.....	2	2	2	.....	.....	2	.....	.....	.....	.....	.....
	Albany County jail, Albany	J. W. Hart	...	26	26	.....	1	13	12	.....	.....	.....	25	1	.....	.....	.....	.....
	Chemung County jail, Elmira	Allen Cooper	.....	12	11	1	5	7	.....	.....	.....	3	9	9	.....	3	.....	6	6
	Cattaraugus County jail, Little Valley.	O. M. Tubbs	.....	12	10	2	2	.....	10	2	3	7	11	1	.....	.....	9	3
	Cayuga County jail, Auburn	R. J. Myers	1	21	21	1	11	11	.....	.....	8	14	21	.....	1	.....	.....	.....
	Chautauqua County jail, Mayville	C. H. Lake	.....	1	1	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1
	Court-house jail, Syracuse	T. R. O'Neil	.....	2	1	1	.....	2	.....	.....	.....	2	1	.....	1	.....	.....	.....	2
	Clinton County jail, Plattsburg	Wales Parsons	1	3	4	.....	3	1	.....	.....	.....	4	4	.....	.....	.....	2	2	2
	Erie County jail, Buffalo	F. T. Gilbert	2	63	59	6	24	34	13	2	45	24	62	3	5	1	40	31
	Niagara County jail, Lockport	G. W. Bartlett	.....	30	30	.....	18	8	4	5	.....	25	24	1	5	.....	.....	.....	.....
	Monroe County jail, Rochester	John Cawthre	5	31	36	.....	4	22	10	.....	.....	.....	30	a2	4	.....	.....	.....	.....
	Oswego County jail, Oswego	A. N. Beadley	.....	3	3	.....	2	1	.....	.....	.....	3	2	.....	1	.....	3	.....	.....
	Oneida County jail, Utica	John Batchelor	.....	14	14	.....	2	8	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, east.	King's County jail, Brooklyn	C. B. Farley	1	36	30	7	6	14	16	4	2	31	37	.....	.....	.....	22	15	
New York, south	Ludlow-street jail, New York	J. P. Keating	28	112	122	18	6	67	39	35	2	2	138	.....	2	.....	91	49	
North Carolina, east.	Jails in district*	.....	.....	35	26	9	24	9	2	.....	.....	.....	25	7	2	1	11	24	
North Carolina, west.	Alexander County jail, Taylorsville	W. L. Mullie	1	3	4	.....	.....	.....	.....	.....	1	4	2	1	1	.....	1	3	
	Ashe County jail, Jefferson	L. A. Poe	.....	8	8	.....	8	.....	.....	.....	8	.....	8	.....	.....	.....	8	.....	
	Buncombe County jail, Asheville	.....	13	176	172	17	184	4	1	14	3	.....	.....	.....	.....	.....	.....	.....	
	Burke County jail, Morganton	.....	.....	18	17	1	18	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	
	Caldwell County jail, Lenoir	.....	3	39	42	.....	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Catawba County jail, Newton	.....	.....	9	8	1	9	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	
	Cherokee County jail, Murphy	J. J. Phillips	.....	10	10	.....	10	.....	.....	.....	7	3	9	1	.....	.....	7	3	
	Caswell County jail, Yanceyville	W. H. Thompson	.....	2	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	.....	2	.....	
	Clay County jail, Hayesville	N. A. Zimmerman	.....	9	9	.....	9	.....	.....	.....	.....	8	8	1	.....	.....	7	2	
	Cleveland County jail, Shelby	J. I. Wray	.....	17	14	3	17	.....	.....	6	.....	11	16	1	.....	.....	13	4	
	Guilford County jail, Greensboro'	J. H. Gilmer	.....	49	42	7	37	8	4	7	.....	.....	45	4	.....	.....	.....	.....	
	Gaston County jail, Dallas	J. F. Phyne	.....	2	.....	.....	2	.....	.....	1	.....	.....	.....	2	.....	.....	1	1	

	Graham County jail, Robbinsville			15	13		14	1			2							2	4
	Haywood County jail, Waynesville	Joseph Mehoffy		6	5	1	5	1		1	5		3	3			2	4
	Henderson County jail, Hendersonville	L. I. Rees	1	28	24	4	28			11	17		26	2			23	5
	Jackson County jail, Webster	D. G. Bigham	2	36	38		37	1		2								
	Iredell County jail, Statesville		2	76	68	10	77	1		10								
	Macon County jail, Franklin	W. W. Rankin	25	25	25	9	23	2		5	8	17	25		25		18	7
	McDowell County jail, Marion	J. H. Finley		27			27											
	Moore County jail, Carthage	W. W. Hunsucker		4	4		4						4				3	1
	Mocklenburg County jail, Charlotte			36	33	3	28	8		3								
	Montgomery County jail, Troy			8	8		8											
	Polk County jail, Columbus	C. C. Hampter	2	26	26		26		3	4							4	
	Person County jail, Boxboro'			1	1		1											
	Mitchell County jail, Bakersville	J. W. Quinn		21	21		21			1	13	8	12	9			10	11
	Orange County jail, Hillsboro'			4	4		4											
	Rockingham County jail, Wentworth			2	2		2											
	Rowan County jail, Salisbury			7	7		2	3	2									
	Rutherford County jail, Rutherfordon	J. B. Whiteside	1	9	7	2	9			2			1	1			2	
	Stanley County jail, Albemarle	S. D. Foreman		16	16		14	2		1		1	16				9	7
	Swain County jail, Charleston			25	19		19											
	Transylvania County jail, Brevard	Nathaniel McWinn		5	3	2	4		1	2	3	4	5				4	
	Wilkes County jail, Wilkesboro'	Milton McNeil	1	11	11	1	12	1		1	1	11	9	12			8	3
	Watauga County jail, Boone			6	6		6											
	Yancey County jail, Burnsville	James Brinkley		6	6		6				6		4	2			2	4
Ohio, north	Cuyahoga County jail, Cleveland	Charles C. Dewstoe		22	18	4	2	15	5		22		19	1	2			
	Lucas County jail, Toledo	B. F. Wade		5	5		5			4		1	5				4	1
Ohio, south	Hamilton County jail, Cincinnati	Samuel Beresford	4	51	48	7	3	45	7	2	5		50	1	4		1	54
	Franklin County jail, Columbus	William H. Barbee	2	30	29	3	9	19	2	3	4	25	28	4				
	Gallia County jail, Gallipolis	C. R. Small		1	1		1					1		1				1
	Lawrence County jail, Ironton	John L. Fisher	1	3	3	1	1	2		1		3	3	1			4	
	Montgomery County jail, Dayton	Frederick Weis	3	26	19	10	6	19	4	15	14		29				11	18
		G. A. Taylor		1		1		1		1			1					1
Oregon	Douglas County jail, Roseburg	Thomas A. Jordan	23	125	141	7	3	8	114	117	28	3	137	*b*9	2			
	Multnomah County jail, Portland	William Martin		42	42			1	41	1	1	41	42					
	Umatilla County jail, Pendleton	J. B. Crossen		3	3				3					*c*3				
	Wasco County jail, Dalles City	H. C. Shearer		2	2			2					2					
Pennsylvania, e	Perry County jail, New Bloomfield	Howard Perkins	2	101	103			20	83	8		95	100	2	1		2	6
	Philadelphia County jail, Philadelphia			2	2			2					2					
Pennsylvania, w	Schuylkill County jail, Pottsville	J. H. Mears		8	8		8						8					
	Bedford County jail, Bedford	David Diehe		1	1		1				1		1					1
	Blair County jail, Hollidaysburg	Jno. B. Kephart		1		1	1			1			1				1	
	Beaver County jail, Beaver	Jno. D. Irons		1			1											
	Bradford County jail, Towanda	D. J. Sweet	3	1	4		1											
	Huntingdon County jail, Huntingdon	Geo. M. McAlevy		7	7		7			7			7				4	3
	Lackawanna County jail, Scranton	Thos. Lowry		7	7		1	6		1	6		7				2	5
	Allegheny County jail, Pittsburgh	Jno. B. Berlin	9	44	52	1	14	27	12	1			52		1			1
	Luzerne County jail, Wilkesbarre	J. C. Van Loon	1	16	16	1	5	9	3	3		14	17					

* The jailers failing to send in reports, the marshal prepared the above from data in his office.

a Indians.

b All Indians.

c Chinese and Indians.

EXHIBIT N.—*Detailed statistics of the jails where United States prisoners were confined during the year ending Jnne* 30, 1886—Continued.

District.	Name and location of jail.	Name of jailer.	In custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886	Committed for revenue offences.	Committed for counterfeiting and violation of postal laws.	Committed for other offences.	Of those in confinement during year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examinations.	White males.	Colored males.	White females.	Colored females.	Married.	Single.
Pennsylvania,w.	Northumberland County jail, Sunbury.	Wm. Kellagher	3	1	2	2	.....	1	.....	2	.....	.....	2	.....	.....	.....	3	1
	Lycoming County jail, Williamsport..	W. E. Sprague	.....	9	9	.....	3	2	4	.....	9	.....	9	.....	.....	.....	.....	.....
	Susquehanna County jail, Montrose..	Z. D. Jenkins	.....	1	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....
Rhode Island.....	Providence County jail, Cranston	W. H. Sherman	2	8	8	2	3	4	1	.....	2	.....	2	.....	.....	.....	.....	.....
South Carolina...	Aiken County jail, Aiken	M. T. Holley	.....	2	.....	.....	2	.....	.....	1	1	1	.....	2	.....	.....	.....	2
	Anderson County jail, Anderson	W. L. Bolt	.....	3	3	.....	3	.....	.....	3	.....	.....	2	1	.....	.....	2	1
	Beaufort, County jail, Beaufort	H. D. Elliott	.....	9	6	3	7	1	1	7	.....	2	1	8	.....	.....	.....	.....
	Berkeley County jail, Mount Pleasant.	H. W. Hendricks	1	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Charleston County jail, Charleston...	Hugh Ferguson	4	113	107	10	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....
	Chester County jail, Chester	W. H. Hood	.....	2	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	.....	2	.....
	Chesterfield County jail, Chesterfield	E. T. King	.....	5	4	1	5	.....	.....	4	4	1	4	1	.....	.....	5	.....
	Colleton County jail, Walterboro	Robt. Black	1	1	1	.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
	Darlington County jail, Darlington..	W. P. Cole	1	4	4	.....	3	1	.....	3	3	3	1	3	.....	.....	.....	.....
	Fairfield County jail, Winnsboro	J. D. McCarey	.....	4	2	2	3	.....	1	1	3	3	.....	4	.....	.....	3	1
	Greenville County jail, Greenville....	P. D. Gilbreath	5	130	134	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kershaw County jail, Camden	J. L. Haile	.....	3	3	.....	1	2	.....	.....	.....	.....	2	1	.....	.....	1	
	Lancaster County jail, Lancaster, C. H.	J. P. Hunter	2	9	11	.....	4	1	5	.....	11	.....	4	7	.....	.....	5	
	Marion County jail, Marion	E. W. Johnson	1	19	19	1	18	1	.....	4	13	17	2	16	.....	1	17	2
	Marlboro County jail, Bennettsville..	B. A. Rogers	1	25	25	.....	25	.....	.....	12	23	15	.....	25	.....	.....	20	5
	Newberry County jail, Newberry	W. W. Riser	.....	5	5	.....	5	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....
	Oconee County jail, Walhalla	S. M. Breazeale	1	22	17	3	21	1	.....	.....	3	.....	18	4	.....	.....	12	10
	Pickens County jail, Pickens, C. H ...	H. A. Rickey	3	26	28	.....	24	2	.....	8	8	12	19	9	.....	.....	.....	.....
	Richland County jail, Columbia	Saml. W. Rowan	1	12	11	1	4	1	6	5	7	4	2	9	.....	.....	.....	.....
	Spartanburg County jail, Spartanburg.	B. F. Camp	1	21	22	.....	21	1	.....	.....	.....	.....	.....	.....	1	1	.....	.....
	Sumter County jail, Sumter	Marion Sanders	4	18	22	.....	21	1	.....	2	20	.....	1	21	.....	.....	.....	.....
	Union County jail, Union	J. G. Long	.....	34	34	.....	33	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
	York County jail, Yorkville	R. H. Glenn	2	35	33	4	37	.....	.....	16	21	.....	8	29	.....	.....	31	6

Tennessee, east..	Blount County jail, Maryville	M. H. Edmundson	2	14	14	2	11	3	2	14		13	1					
	Bradley County jail, Cleveland	H. J. Parks		4	4		4						4				1	3
	Greene County jail, Greeneville	S. R. Pickerling	4	2	6		6						6				6	
	Hamblen County jail, Morristown	W. H. Maze		12	12		12					12		12				
	Campbell County jail, Jacksboro	J. P. Hollingsworth		7	7		7						3	7				
	Hamilton County jail, Chattanooga	S. C. Pyott		43	38	5	38	5		10	6	10						
	Hawkins County jail, Rogersville	J. B. Alson		6	6		6				6		6				4	2
	Hancock County jail, Sneedville	B. J. Drinnon	2	12	12	2	12				12		11		1		9	3
	Knox County jail, Knoxville	H. Gilmore	2	131	131	2	118	8	5	34			123	5	3			
	Marion County jail, Jasper	William Rankin		11	10	1	10	1			1		5	6			11	
Tennessee, mid...	No report																	
Tennessee, west..	No report																	
Texas, north	Dallas County jail, Dallas	W. H. W. Smith	4	115	101	18	8	21	86	3	15		101	14				
	Grayson County jail, Sherman	M. O'Callahan	4	33	35	2	5	1	27		2		31	1	1			
	McLennan County jail, Waco	Thomas Stephens		24	24								21	3				
	Parker County jail, Weatherford	G. R. Witherspoon		22	22			4	18				17	5				
	Wichita County jail, Wichita Falls	F. M. Davis	2	5	7				5				5					
	Young County jail, Graham	M. D. Wallace	1	23	22	2		6	18		2		19	5				
Texas, east	Cass County jail, Linden	R. W. Choate		3	3		3			3				3				3
	Galveston County jail, Galveston	William P. Owens		19	14	5	9	4	6	5	11	3	14	3	1	1	8	11
	Marion county jail, Jefferson	Ward Taylor		23	23		9	4	10		12	11	18	5			8	15
	Smith County jail, Tyler	E. M. Leverett	1	2	3		1	2			3		3					3
	Titus County jail, Mt. Pleasant	W. P. Hassell		1	1			1		1			1					1
Texas, west	Bexar County jail, San Antonio	Nathan Lewis	12	57	50	7	37	13	7									
	El Paso County jail, El Paso	J. H. Comstock	1	24	17	9	1		23	10			20	4				
	Hidalgo County jail, Hidalgo	J. L. Lougherty		2	1	1	1				1		2					2
	Kinney County jail, Brackettville	F. S. Fritter		4	4		2		2		4		3	1			1	3
	Mitchell County jail, Colorado	R. C. Ware		9	9		1	2	6				9				2	7
	Webb County jail, Laredo	Dario Sanchez	1	32	25	7	32				7		7				4	3
Utah	No report																	
Vermont	No report																	
Virginia, east	Henrico County jail, Richmond	J. W. Toushward	4	2	6				5									
	Norfolk City jail, Norfolk	F. L. Slade		3	3				3	1		2	3					
	Portsmouth County jail, Portsmouth	E. W. Maupin		1	1								1					1
Virginia, west	Scott County jail, Estillville	J. R. Beverly		13	12	1	13					1	13					
Washington	Jefferson County jail, Port Townsend	John F. Sheehan		16	16		16				8	8	7	a 9			1	15
	King County jail, Seattle	J. H. McGraw		132	126	6	11						75	b 57				
	Pierce County jail, Tacoma	Lewis Byrd		28	25	3	6		22		3		7	c 21				
	Spokane County jail, Cheney	H. B. Mason		6	6				6	2			6					6
	Thurston county jail, Olympia	George D. Merregee		7	7				7	5			7				4	3
	Yakima County jail, Yakima City	F. T. Parker		3	2	1			3	2	1		3					
West Virginia	Berkeley County jail, Martinsburg	John Dunfort		4	4		3	1			4		2	1		1	2	2
	Calhoun County jail, Grantsville	R. A. Ferrel		6	6								6				4	2
	Harrison County jail, Clarksburg	George W. Sires	2	14	16		9	2	3	1	12							
	Kanawha County jail, Charleston	L. H. Ewart	2	46	48		36	3	7	1			47	1				
	Marion County jail, Fairmont	Harrison Manley		6	6		5			1		2	4		2		4	2
	Marshall County jail, Moundsville	W. H. H. Showacee		1	1		1				1		1					
	Ohio County jail, Wheeling	W. C. Handlan		10	10							10	9		1			
	Summers County jail, Hinton	William Gott	1	2	3		3				3		3					3
	Wayne County jail, Wayne Court House	John M. Ferguson		10	10		9						8		2			

a Chinese. b 3 Indians, 54 Chinese. c Chinese.

EXHIBIT N.—*Detailed statistics of the jails where United States prisoners were confined during the year ending June* 30, 1886—Continued.

District.	Name and location of jail.	Name of jailer.	In custody July 1, 1885.	Received during year ending June 30, 1886.	Discharged during year ending June 30, 1886.	In custody June 30, 1886.	Committed for revenue offenses.	Committed for counterfeiting and violation of postal laws.	Committed for other offenses.	Of those in confinemet during year ending June 30, 1886.								
										Serving sentence.	Held awaiting trial.	Held pending examination.	White males.	Colored males.	White females.	Colored females.	Married.	Single.
West Virginia.....	Webster County jail, Webster Court House.....	T. M. Duly.....	.....	1	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Wood County jail, Parkersburg.....	D. J. Jones.....	.....	46	45	1	13	6	27	1	.....	.....	44	.....	1	1	.....	.....
Wisconsin, east..	Brown County jail, Green Bay.....	Otto Gulbier.....	.....	2	2	.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
	Milwaukee County jail, Milwaukee...	F. Pruessing..	3	41	40	4	29	7	8	40	40	.....	42	.....	2	.....	.....	.....
	Winnebago County jail, Oshkosh.....	F. Burgess.....	.....	9	9	.....	1	.....	8	.....	.....	.....	8	a1	.....	.....	.....	.....
Wisconsin, west..	Dane County jail, Madison.....	M. T. Pierstorff.....	3	44	38	9	8	7	29	32	.....	15	45	.....	2	.....	.....	.....
Wyoming.....	Carbon County jail, Rawlins.....	J. G. Rankin.....	.....	2	2	.....	.....	.....	2	.....	1	1	2	.....	.....	.....	.....	2
	Laramie County jail, Cheyenne.....	N. N. Craig.....	1	2	3	.....	.....	2	1	.....	1	2	3	.....	.....	.....	1	2
	Vinta County jail, Evanston.....	J. J. LeCain.....	.....	1	1	.....	.....	.....	1	.....	1	... .	1	.....	.....	.....	.....	1
Total.....	.....	.....	686	10,646	10,353	782	4,668	1,083	4,341	2,952	2,536	1,398	4,997	2,488	165	341	1,475	1,475

a, Indian.

EXHIBIT O.—*Report of the board of trustees of the Reform School of the District of Columbia.*

REFORM SCHOOL OF THE DISTRICT OF COLUMBIA,
Washington, October 15, 1886.

SIR: By reason of the death of Mr. George W. Adams, the president of the board of trustees, the duty of making this the seventeenth annual report of the workings of the school has devolved upon me.

In the death of Mr. Adams, which occurred on the morning of the 10th instant, the school sustained a great loss. He was a man of strict integrity, of wide acquaintance and influence, and warmly interested in the welfare of the institution. Upon the announcement of his death a special meeting of the board of trustees was called and the following resolutions unanimously adopted, which I include in this report as showing the esteem in which he was held by his associates:

Whereas in the death of George W. Adams, the president of this board of trustees, this body has lost a wise and able counselor, one who at all times was willing to give his talents and his time to the administration of the affairs of this institution, and who, in his service as trustee and president, by his courteous bearing, his kind and noble nature, endeared himself to each one of us: Now therefore be it—

Resolved, That as an expression of the grief which touches all our hearts, this board of trustees, together with officers of the school, attend his funeral, and that the school-rooms be draped in mourning for a period of thirty days.

Resolved, further, That as an expression of our warm and hearty sympathy with his family in their irreparable loss, the secretary transmit to them a copy of the foregoing.

Since the opening of the school, twenty years ago, there have been received up to the close of the last fiscal year 1,185 boys, of which number 106 were received during the year. The superintendent in his report appended hereto gives statistical information in reference to those received during the year. Many of them have from their earliest recollection been surrounded by vice and wretchedness, and in consequence upon entering the school are found to be of the most difficult material from which to develop the best results. During the year, 73 boys have met the requirements necessary to being awarded an honorable discharge. The board believe that the instruction and discipline they have had during their stay in the school has given to each a new start, and that many have thereby been fitted for lives of usefulness and honor.

The receipts of the school from all sources during the year, as will appear by the report of the treasurer appended hereto, are as follows:

Received from appropriation for salaries and subsistence	$36,616 00
Received from appropriation for buildings and grounds	1,800 00
	38,416 00

The disbursements of the treasurer, given in detail in his report appended hereto, may be summarized as follows:

Salaries and services	$11,606 00
Groceries, salt meats, fish, and ice	4,798 62
Flour and feed	2,433 78
Fresh meats	2,135 14
Dry goods, clothing, and hats	2,581 34
Leather, shoe, and shoe findings	666 55
Gas and fuel	3,005 86
Hardware, kitchen, table, and house ware	424 86
Seeds, fertilizers, harness, tools, wagons, and repairs to same, and blacksmithing	1,451 65
Stationery, books, and printing	376 41
Medicines and medical attention	533 38
Furniture, fencing, annual repairs, machinery, &c	4,976 25
Buildings and grounds, repairs	1,607 42

Necessary sundry expenses	$476 54
Purchase of stock	445 00
Compensation account, labor, &c	554 25
Total amount of disbursements	38,073 05
Leaving an unexpended balance (to be covered back into the Treasury) of	342 95

Agreeably to the act of Congress approved February 25, 1885, the revenue derived during the year from the labor of the inmates on the farm and in the shops has been covered into the Treasury to the credit of the United States and the District of Columbia in equal parts. As stated in the report of the treasurer, the sum of $3,311.61 was so deposited by him.

During the last session Congress appropriated for the erection of a new family building the sum of $15,000, and for the erection of a tank-house $4,500. Plans for these buildings were duly prepared and approved by the Architect of the Capitol, Mr. Edward Clarke. They were also approved by the Commissioners of the District, under whose direction the inspector of buildings, Mr. W. B. Entwistle, prepared detailed specifications.

The additional family building thus appropriated for will enable the school to further classify the boys, and also accommodate an additional number. The board hope to have the family building ready for occupancy early next spring.

Estimates for the next fiscal year have been submitted as follows for your approval and submission to Congress:

For buildings and grounds:	
For construction of greenhouses, with necessary heating apparatus complete	$4,500
For construction of a workhouse building, with necessary heating apparatus complete	4,700
For one chapel building of brick and stone, including heating apparatus, gas-fixtures, and furniture complete	7,500
For grading, draining, and permanently improving the school grounds	1,500

The estimates for greenhouses and workshop building are submitted for the first time, the board believing that both are required in order that the industries can be made a source of considerable income and otherwise be made of great benefit to the school. The present greenhouses are too small. With the additional houses asked for little increased expenditure will be required for help and for fuel, while a large number of boys can be given an opportunity to become acquainted with this profitable industry, and be enabled to pursue it and secure employment thereat after leaving the school. So with the workshop estimated for; it will give us facilities now badly needed, and enable the school to instruct a larger number of boys in various classes of work, and at the same time add to the earnings of the institution, which, under existing law, are now covered into the Treasury and deposited to the credit of the United States and the District of Columbia in equal parts.

The need of an appropriation for a chapel building, and of an appropriation of $1,500 for grading, draining, and permanently improving the school grounds is again pressed upon your attention.

As stated in the last annual report of the school, the local government of the District of Columbia has no control whatever over its buildings and grounds, all of which have been paid for out of money appropriated by Congress belonging to the General Government. The District government is represented on the board by one of its Commissioners as a trustee in the management and maintenance of the school. The current expenses of the institution for several years past have been provided

for in the District appropriation bill, one-half being paid by the General Government and one-half by the District.

Estimates of appropriations necessary for current expenses have been submitted to the Commissioners of the District as follows:

For 1 superintendent	$1,500
For 1 assistant superintendent	900
For 6 teachers and assistant teachers	4,000
For 1 matron of school	600
For 3 matrons of families, at $180	540
For 1 superintendent of chair shop	660
For 1 farmer	480
For 1 engineer	396
For 1 florist	240
For 1 shoemaker, 1 baker, 1 tailor, 1 cook, at $300	1,200
For one seamstress, 1 chambermaid, 1 laundress, and 2 dinning-room servants, at $144	720
For watchmen, not to exceed 5 in number	1,140
For 1 secretary and treasurer of school	600
In all	12,976

For support of inmates, including groceries, flour, meats, dry goods, leather and shoes, gas, fuel, furniture, tableware, hardware, machinery, farm implements, seed, fertilizers, books, stationery, medicines and medical attendance, stock, fencing, repairs to buildings, and other necessary items, including compensation, not exceeding $900, for additional labor or services, all in the discretion of the Commissioners, $25,000.

The estimate for pay-roll is $1,360 beyond the amount appropriated for the current fiscal year, as follows: Increase for teachers, $1,000; for one additional matron of family, $180, and for one additional watchman, $180. The completion of the new family building during the current fiscal year will enable the school, as already stated, to better classify the boys, and also accommodate an additional number. It is for this building that the additional force will be required. If permission were given to pay out of the earnings of the school the wages of the foreman of the several industries, a reduction could be made of $660 for the superintendent of the chair shop, and of $240 for the florist—$900 in all.

No addition has been made in the estimate for subsistence and expenses, it being the purpose of the Board, if possible, to keep the expenditure on that account within the sum of $25,000, notwithstanding the increase in the population of the school.

The Board have for several years in their annual report asked that they be given power, in their discretion, to give a leave of absence to the boys instead of an absolute discharge. This request I again urge upon your attention, inasmuch as it will enable the authorities of the school to keep a partial control over the boys discharged, who will be required at stated times to report to them. The plan has worked well elsewhere, and experience has demonstrated the need of it here.

The joint resolution which has passed the Senate and is now before the House, making the chief clerk of the Department of Justice *ex officio* a trustee of the school, it is hoped will become a law. The Board of Trustees cordially appreciate the interest taken by you and by your predecessor in the welfare of the institution. This will enable your Department to become more intimately acquainted with the workings of the school in all its details, a result that will be very gratifying to the Board.

The school has been free from any fatal sickness or accident during the year. The report of the physician of the school, Dr. Charles A. Wells, is herewith transmitted.

In closing this report I cannot refrain from acknowledging the fidelity and ability of the superintendent, Col. George A. Shallenberger, and the matron, Mrs. Shallenberger, and of the teachers and assistants in the immediate charge of the boys. The year has passed without change among the employés at the school, all of whom are heartily interested in the welfare of the boys and have labored night and day to that end.

I have the honor to be, very respectfully, your obedient servant,

H. A. WILLARD,
President Board of Trustees.

Hon. A. H. GARLAND,
Attorney-General of the United States.

Report of the physician.

REFORM SCHOOL, DISTRICT OF COLUMBIA,
July 1, 1886.

GENTLEMEN: Notwithstanding the crowded condition of the dormitories in family A building the health of the school has been fairly good for the past year. Numerous ailments have received my attention, but we have had no really serious illness among the boys, except six cases of typhoid fever, occurring last July and August; and a case of peritonitis, through which the patient struggled after an illness of months. I strenuously urge that ample dormitory space be provided in the proposed new building. Since the date of my last report the damp brick flooring in family A building and in the boys' basement of main building has been replaced with good concrete work. I earnestly urge that the entire basement of the main building be floored with the same material. I regard this as having an important bearing on the hygienic condition of the building.

Among the potent factors in maintaining the good health of this institution I place the thoroughly cleanly condition in which the buildings are kept. Thorough ventilation is insisted upon, and the free use of disinfectants urged at all seasons.

Very respectfully,

CHAS. A. WELLS, M. D.,
Attending Physician.

The BOARD OF TRUSTEES REFORM SCHOOL, DISTRICT OF COLUMBIA.

Report of the treasurer.

REFORM SCHOOL OF THE DISTRICT OF COLUMBIA,
Washington, October 9, 1886.

GENTLEMEN: I have the honor to submit herewith my report as treasurer of the Reform School for the fiscal year ended June 3, last:

Received from appropriation for salaries and subsistence	$36,616 00
Expended as per statement of disbursements appended	36,465 63
Leaving a balance of	150 37
Received from appropriation for buildings and grounds	1,800 00
Expended as per statement of disbursements appended	1,607 42
Leaving a balance of	192 58
Total amount unexpended	342 95

I have also received from the superintendent of the school during the year $3,311.67. In accordance with the act of Congress approved February 25, 1885, I have paid the same into the Treasury of the United States to the credit of the United States and the District of Columbia in equal parts.

Very respectfully and truly, yours,

SAM'L W. CURRIDEN,
Treasurer.

The BOARD OF TRUSTEES.

Statement of disbursements, current expenses, of the Reform School of the District of Columbia during the fiscal year ended June 30, 1886.

Month.	Name.	For what expended.	Amount.
1885.			
July	G. A. Shallenberger, superintendent	Pay-roll, July	$913 50
	John Brown	Compensation, July	14 00
	Louisa Johnson	do	7 00
	Peter Crome	do	30 00
August	G. A. Shallenberger, superintendent	Sundries, July	16 60
	Independent Ice Company	Ice	27 14
	William R. Riley	Dry goods	7 78
	G. N. Holland	Lime	6 00
	Tschiffley & Evans	Medicine	14 00
	Browning & Middleton	Groceries	187 86
	Hume, Cleary & Co	do	108 46
	K. Kneessi & Son	Harness repair	5 25
	M. W. Beverdige	Kitchen ware	5 60
	H. Adler, agent	Dry goods	5 19
	Washington Gas-Light Company	Gas, July	22 35
	J. T. Walker's Son	Cement	3 75
	R. Leitch & Sons	Pipe, &c	55 85
	T. B. Cross, jr	Lumber	16 74
	Eiseman Brothers	Clothing	20 00
	G. F. Swift & Co	Meat	211 48
	F. P. May & Co	Hardware	15 38
	G. M. Oyster & Co	Butter	68 14
	Woodward and Lothrop	Dry goods	51 59
	William M. Galt & Co	Flour, &c	62 90
	A. Saks & Co	Clothing	32 38
September	G. A. Shallenberger, superintendent	Pay-roll for August	942 50
	Peter Crome	Compensation for August	30 00
	Louisa Johnson	do	7 50
	Olcott & Co	Carriage-hire	16 00
	Leon & Saloman	1 cow	70 00
	L. H. Schneider & Sons	Hardware	21 92
	Hume, Cleary & Co	Groceries	124 42
	Browning & Middleton	do	60 98
	Tschiffley & Evans	Medicine	21 26
	George Ryneal, jr	Paint	29 75
	William M. Galt & Co	Flour, &c	240 02
	Washington Gas-Light Company	Gas for August	25 80
	George Watts	Tableware	11 16
	Charles D. Hale	Rose plants	18 00
	N. Anderson	Carpentering	127 62
	Thomas W. Smith	Lumber	44 54
	Gibson Brothers	Printing	2 50
	E. S. Swift & Co	Meat	146 68
	O'Neill Brothers	Shoes	5 25
	Willett & Libbey	Lumber	49 00
	W. L. King & Bro	Sundries	5 84
	C. H. Garder & Co	Hats	18 75
	Thomas Somerville & Sons	Pipe	18 94
	J. B. Bryan & Bro	Groceries	23 74
	George M. Oyster & Co	Butter	73 94
	A. Saks & Co	Clothing	5 43
	William Ballantyne & Son	Books	8 24
	F. P. May & Co	Hardware	13 63
	H. Adler, agent	Sundries	6 15
	William R. Riley	Dry goods	7 65
	Eiseman Brothers	Clothing	9 00
	C. A. Wells	Medical services	98 00
	Independent Ice Company	Ice	40 66
	T. B. Cross, jr	Lumber	49 42
	J. P. Agnew & Co	Coal	68 00
	Woodward & Lothrop	Dry goods	170 02

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expended.	Amount.
1885.			
September....	G. A. Shallenberger, superintendent	Sundries, August	$18 83
	Louisa Johnson	Compensation, September	7 50
	Peter Crome	do	30 00
October.....	G. A. Shallenberger, superintendent	Pay roll	928 00
	S. W. Curriden	Services	150 00
	G. A. Shallenberger, superintendent	Sundries, September	18 09
	Thomas J. Carper	Farm stock	50 00
	W. B. Williams	Mattresses	50 00
	H. Alder, agent	Sundries	16 67
	G. F. Swift & Co	Meat	94 68
	William R. Riley	Dry goods	111 80
	F. R. May & Co	Hardware	11 16
	Tschiffley & Evans	Medicine	12 35
	Columbia Railway Company	Manure	87 36
	J. T. Walker's Sons	Cement	3 75
	Eiseman Brothers	Clothing	25 90
	John Dixon	Painting	22 00
	N. Anderson	Carpentering	82 50
	The Evening Star	Advertising	10 63
	The National Republican	do	11 50
	Joseph Clemens	Paving	61 50
	T. B. Cross, jr	Lumber	41 54
	T. W. Smith	do	10 22
	Daniel Hannan	Water-cocks	4 00
	William Ballantyne & Son	Stationery	11 41
	Thomas Somerville & Sons	Pipe	17 63
	G. N. Holland	Lime	14 50
	M. W. Beveridge	Tableware	7 09
	J. M. Lauxman	Blacksmithing	23 85
	Washington Brick Machine Company	Manure	90 40
	Do	Bricks	76 00
	J. T. Narvell & Son	Beef	33 72
	C. F. Hale	Plants	26 00
	Geo. Ryneal, jr	Glass, &c	32 00
	Independent Ice Company	Ice	34 20
	G. M. Oyster & Co	Butter	82 61
	W. B. Moses & Son	Carpet	36 10
	R. Cohen	Shoes	89 00
	Washington Gas-Light Company	Gas	38 25
	Woodward & Lothrop	Dry goods	48 66
	W. M. Galt & Co	Flour, &c	199 90
	William H. Ernest	flower-pots	3 75
	Bex & Heunsch	Wagon repairs	49 00
	Browning & Middleton	Groceries	116 41
	Hume, Cleary & Co	do	154 10
	John A. Baker	Seeds, tools, &c	57 84
	R. Leitch & Sons	Pipe	14 07
November....	G. A. Shallenberger, superintendent	Pay-roll, October	908 00
	Peter Crome	Compensation, October	30 00
	Louisa Johnson	do	9 00
	Phillip Nicholas	do	20 00
	G. A. Shallenberger, superintendent	Sundries	9 75
	Tschiffley & Evans	Medicine	7 77
	John P. Agnew & Co	Coal	1,261 76
	George Watts & Sons	Houseware	9 55
	Independent Ice Company	Ice	26 60
	William M. Galt & Co	Flour, &c	208 25
	Olcott & Co	Carriage-hire	8 00
	W. L. King & Bro	Tools, &c	5 70
	N. White & Co	Oysters	15 75
	C. A. Wells	Medical services	90 00
	G. A. Swift & Co	Meat	142 02
	C. W. Thorn & Co	Dry goods	6 57
	J. D. Free, jr	Stationery	33 51
	George J. Muller	Sundries	12 20
	George M. Oyster & Co	Butter	89 18
	William R. Riley	Dry goods	21 79
	H. Adler, agent	do	27 44
	Hume, Cleary & Co	Groceries	114 98
	Browning & Middleton	do	174 40
	Castle & Henshaw	Tinning	22 25
	George M. Barker	Sash	16 80
	E. M. Gray & Co	Grates	54 25
	N. Anderson	Carpentering	70 20
	L. H. Schneider & Son	Hardware	5 07
	Daniel Hannan	Valves	6 00
	Washington Gas-Light Company	Gas	58 05
	Johnson Brothers	Coal	*644 10*
December.....	G. A. Shallenberger, superintendent	Pay-roll, November	920 50
	Do	Sundries	31 18
	Louisa Johnson	Compensation	7 50

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expeuded.	Amount.
1885. December....	William M. Galt & Co	Flour, &c	$208 25
	G. A. Swift & Co	Meat	153 56
	Browning & Middleton	Groceries	123 23
	Hume, Cleary & Co	.....do	173 26
	Spicer, Compton & Co	Butter	28 34
	G. M. Oyster & Co	.....do	57 32
	N. White & Co	Oysters	10 50
	Independent Ice Company	Ice	19 00
	Tschiffley & Evans	Medicine	17 75
	J. P. Agnew & Co	Coal	108 50
	Washington Gas-Light Company	Gas	84 15
	B. Cohen	Shoes	49 45
	George Watts & Son	Houseware, &c	9 90
	William R. Riley	Dry goods	218 06
	Woodward & Lothrop	.....do	53 87
	C. W. Thorn & Co	Sundries	13 10
	H. Adler, agent	.....do	34 12
	Eiseman Bros	Clothing	36 50
	Saks & Co	.....do	13 70
	L. Schmidt & Sons	Sundries	9 25
	R. P. Murray	Entertainment	10 00
	Olcott & Co	Carriage-hire	5 50
	George Ryneal, jr	Oil	9 78
	George N. Holland	Lime	9 00
	M. W. Beveridge.	Tableware, &c	47 99
	F. P. May & Co	Hardware	19 74
	William Ballantyne & Son	Stationery	6 13
1886. January.....	T. B. Cross jr	Lumber	23 47
	Wheatly Brothers	Lumber	17 50
	G. A. Shallenberger, superintendent	Pay-roll, December	923 00
	Andrew Barbour	Repairing furnace	15 75
	J. L. Mott	Iron works, repairs in laundry.	22 91
	G. A. Shallenberger, superintendent	Sundry expenses	15 22
	Philip Nicholas	Compensation, December	22 50
	Louisa Johnson	.....do	7 50
	William M. Galt & Co	Flour	211 15
	G. A. Swift & Co	Meat	119 07
	N. White & Co	Oysters	15 37
	Hume, Cleary & Co	Groceries	157 26
	Browning & Middleton	.....do	212 35
	George M. Oyster & Co	Butter	32 58
	Spicer, Compton & Co	.....do	65 34
	C. Denekas	Yeast	20 77
	Washington Gas-Light Company	Gas, December	98 40
	Washington Brick Machine Company	Manure	91 40
	Columbia Railway Company	.....do	95 16
	Woodward & Lothrop	Dry goods	22 00
	H. Adler, agent	.....do	46 64
	Eiseman Bros	Clothing	8 50
	Saks & Co	.....do	8 30
	O'Neill Bros	Shoes	8 88
	L. H. Schneider & Son	Hardware	19 62
	K. Kneessi & Son	Harness, &c	5 50
	W. L. King & Bro	Leather, &c	70 12
	J. W. Lauxman	Blacksmithing	16 35
	George Watts	Houseware	18 59
	R. Leitch & Son.	Pipe	16 18
	Simpson & Guy	Tinware, &c	9 65
	T. C. Bassher & Co	Repairs	22 50
	Lewis Baar, agent	Sundries	5 56
	C. W. Thorn & Co.	.....do	12 38
	John A. Baker & Co	Seed	11 60
	William Ballantyne & Son	Books, &c	62 96
	C. W. Brown	Printing	8 00
	G. N. Holland	Lanterns, &c	3 50
	Olcott & Co	Carriage-hire	8 00
	S. W. Curriden	Services	150 00
	C. A. Wells.	Medical services	42 00
	George J. Mueller	Sundries	17 99
	Independent Ice Company	Ice	19 00
	Auerbach Brothers.	Hats	13 66
	C. E. Park, agent	Trees and vines	172 00
	J. L. Mott	Ironwork	13 70
February.....	George Ryneal, jr	Glass, oil, &c	18 67
	G. A. Shallenberger, superintendent	Pay-roll, January	915 50
	Philip Nicholas	Compensation, January	25 00
	Louisa Johnson	.....do	7 50
	G. A. Shallenberger, superintendent	Sundries, January	23 50
	L. Moxley	Clothing	7 50

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expended.	Amount.
1886.			
February.....	Samuel Clark	Compensation	2 00
	Hume, Cleary & Co	Groceries	154 86
	Browning & Middleton	Groceries	142 93
	Wm. Galt & Co	Flour	221 95
	J. T. Varnell & Son	Meat	142 93
	G. T. Swift & Co	do	25 23
	N. White & Co	Oysters	10 50
	G. M. Oyster & Co	Butter	105 54
	Tschieffley & Evans	Medicine	12 65
	Wm. R. Riley	Dry goods	59 87
	Woodward & Lothrop	do	49 04
	H. Adler, agent	do	21 62
	C. H. Garder & Co	Hats	68 38
	R. Cohen	Shoes	46 00
	Eiseman Brothers	Clothing	31 50
	H. Wolf & Son	Shoes	5 00
	Washington Gaslight Company	Gas	111 45
	M. W. Beveridge	Houseware	13 95
	Charles L. Beebe	Baskets	14 00
	William Ballantyne & Son	Books	18 58
	C. W. Brown	Printing	15 75
	J. B. Adams	Dumb-bells	6 50
	W. B. Williams	Furniture, &c	53 90
	Geo. Ryneal, jr	Oil, &c	6 05
	Geo. N. Holland	Brooms, &c	7 63
	Thos. Somerville & Sons	Boiler grates	29 35
	W. E. Wood & Co	Iron bars	9 00
	T. W. Smith	Lumber	11 90
	J. B. Olcott & Co	Carriage-hire	25 00
March.....	G. A. Shallenberger, superintendent	Pay-roll, February	916 00
	Philip Nicholas	Compensation, February	25 00
	Louisa Johnson	do	7 50
	G. A. Shallenberger, superintendent	Railroad fare for boys	36 70
	Wm. M. Galt & Co	Flour, &c	208 95
	Browning & Middleton	Groceries	146 52
	Hume, Cleary & Co	do	132 31
	J. T. Varnell & Sons	Meat	189 51
	Wm. H. Hoover	Mutton	23 35
	N. White & Co	Oysters	10 50
	G. M. Oyster & Co	Butter	61 93
	Tschieffley & Evans	Medicine	12 32
	J. P. Agnew & Co	Coal	78 00
	The Washington Gaslight Company	Gas, February	76 95
	William R. Riley	Dry goods	188 39
	Woodward & Lothrop	do	46 43
	H. Adler, agent	do	6 94
	Pitkin & Thomas	Clothing	74 40
	Eiseman Bros	do	43 50
	R. Cohen	Shoes	62 70
	J. D. Free, jr	Books, &c	41 34
	W. B. Moses & Son	Furniture, &c	67 85
	M. W. Beveridge	Houseware	27 79
	F. R. May & Co	Hardware	6 60
	Samuel L. Shedd	Glass globe	3 15
	William E. Wood & Co	Grates, &c	37 13
	Thomas Somerville & Sons	Wire needles	4 65
	Buehler, Bonbright & Co	Steel wire	6 25
	George W. Knox	Conveyance	10 00
	J. M. Lauxman	Blacksmithing	30 25
	George Ryneal, jr	Paint, &c	7 80
	Washington Brick Machine Company	Manure	61 20
	Olcott & Co	Carriage-hire	4 00
April.....	G. A. Shallenberger, superintendent	Sundries	8 10
	G. A. Shallenberger, superintendent	Pay-roll, March	918 00
	Philip Nicholas	Compensation	25 00
	Louisa Johnson	do	7 50
	J. B. Slack	One horse	125 00
	G. A. Shallenberger, superintendent	Sundries	11 09
	William M. Galt & Co	Flour	203 95
	Browning & Middleton	Groceries	190 63
	Hume, Cleary & Co	do	138 65
	G. M. Oyster & Co	Butter	62 48
	William R. Riley	Dry goods	68 31
	Woodward & Lothrop	do	27 47
	H. Adler, agent	Sundries	35 23
	Eiseman Bros	Clothing	21 00
	Charles A. Wells	Medical services	72 00
	Tschieffley & Evans	Medicine	21 28
	William Ballantyne & Son	Stationery	5 32
	J. B. Free, jr	Books, &c	18 21
	E. Morrison	Stationery, &c	9 51

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expended.	Amount.
1886.			
April	Washington Gaslight Company	Gas	77 10
	Peter Henderson & Co	Seed, &c	34 85
	K. Kneesi & Son	Harness, &c	28 15
	R. Cohen	Shoes	53 20
	W. L. King & Bro	Supplies	21 34
	George Ryneal, jr	Paint, &c	4 01
	George W. Beveridge	Houseware	5 05
	George N. Holland	Lime	5 00
	George Watts	...do	11 90
	L. H. Schneider & Son	Hardware	3 00
	Thomas Somerville & Sons	Chair needles	3 75
	W. B. Williams	Furniture	37 00
	Olcott & Co	Carriage-hire	8 00
	Daniel Hannan	Pipe	3 00
	C. H. Garden & Co	Caps	17 28
	Columbia Railway Company	Manure	93 60
	S. W. Curriden	Services	150 00
	Samuel Clark	Compensation, March	10 50
	G. F. Swift & Co	Meat	157 83
	John A. Baker	Seed	8 33
	William H. Ernest	Flower-pots	5 00
	C. F. Hale, jr	Plants	5 25
	F. P. May & Co	Hardware	4 35
	J. P. Agnew & Co	Coal	26 00
May	G. A. Shallenberger, superintendent	Pay-roll, April	913 00
	Phillip Nicholas	Compensation, April	25 00
	Samuel Clark	...do	14 00
	Louisa Johnson	...do	7 00
	William W. Galt & Co	Flour	203 93
	G. F. Swift & Co	Meat	145 47
	R. A. Golden	Fish	20 60
	Hume, Cleary & Co	Groceries	136 27
	Browning & Middleton	...do	149 71
	G. M. Oyster & Co	Butter	107 52
	Tschieffley & Evans	Medicine	6 65
	J. P. Agnew & Co	Coal	62 40
	Washington Gaslight Company	Gas	55 80
	Woodward & Lothrop	Drygoods	24 01
	William R. Riley	...do	42 97
	Hood, Bonbright & Co	...do	83 49
	H. Adler, agent	Sundries	36 78
	C. W. Thorn & Co.	...do	9 31
	Eiseman Bros	Clothing	15 00
	W. B. Williams	Furniture	23 87
	W. L. King & Bro	Leather, &c	13 37
	John A. Baker	Seed, &c	69 75
	William H. Ernest	Flower-pots	5 10
	George N. Hallard	Cement, &c	5 50
	Washington Brick Machine Company	Manure	60 80
	William Ballantyne & Son	Books	15 42
	George Watts	Glassware	4 58
	Thomas W. Smith	Lumber	16 09
	L. H. Schneider & Son	Hardware	25 58
	F. R. May & Co	Nails	5 35
	E. N. Gray & Co	Repair to boiler	4 20
	Daniel Hannan	Plumbing	49 90
	Olcott & Co	Carriage-hire	12 00
	J. M. Lauxman	Blacksmithing	35 27
	G. A. Shallenberger, superintendent	Sundries	20 28
	E. P. Goodwin	Compensation	8 00
June	C. W. Brown	Painting	48 80
	G. A. Shallenberger	Pay-roll, May	918 00
	Philip Nicholas	Compensation, May	25 00
	Samuel Clarke	...do	15 00
	Louisa Johnson	...do	7 50
	Henry Beach	...do	5 25
	G. A. Shallenberger, superintendent	Sundries	14 87
	John Burke	One horse	200 00
	Browning & Middleton	Groceries	85 35
	Hume, Cleary & Co	...do	177 08
	William M. Galt & Co	Flour	255 95
	R. Cohen	Shoes	18 75
	Tschiffely & Evans	Drugs	12 20
	H. Adler, agent	Hose, &c	12 16
	W. L. King & Bro	Leather, &c	11 56
	Gibson Brothers	Printing	7 25
	F. P. May & Co	Hardware	8 48
	William H. Ernest	Pots	6 00
	C. W. Thorn & Co	Sundries	6 32
	R. A. Golden	Fresh fish	10 25
	William H. Hoeke	Carpet	32 97

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expended.	Amount.
1886.			
June	C. H. Garden & Co	Hats	$21 75
	L. H. Schneider & Son	Hardware	12 05
	M. W. Beveridge	Tableware	15 48
	Hood, Bonbright & Co	Cloth	34 04
	Eiseman Brothers	Clothing	48 50
	George W. Oyster & Co	Butter	86 20
	William R. Riley	Dry goods	53 87
	J. M. Lauxman	Blacksmithing	12 25
	Louis Boar, agent	Sewing-machine	39 56
	Woodward & Lothrop	Dry goods	69 22
	W. B. Williams	Furniture	250 70
	G. T. Swift & Co	Meat	235 28
	Washington Gaslight Company	Gas	44 40
	George Ryneal, jr	Glass, &c	15 98
	Castle & Henshaw	Spouting, &c	9 90
	George N. Holland	Lime, &c	7 10
	Thomas Somerville & Sons	Pipe	8 31
	G. Y. Hansell	Papering	5 00
	William K. Boyle	Fencing	61 00
	J. D. Free, jr	Stationery	33 56
	G. A. Shallenberger, superintendent	Pay-roll, June	920 00
	Philip Nicholas	Compensation, June	25 00
	James Warner	do	13 75
	John Isaac	do	13 75
	Stanley Taylor	do	13 75
	Daniel Gantt	do	13 75
	William Chase	do	13 50
	Louisa Johnson	do	7 50
	G. A. Shallenberger	Sundries	17 14
	C. A. Wells	Medical services	52 00
	William Donnelly	Dental services	31 50
	William M. Galt & Co	Flour	208 56
	G. F. Swift & Co	Meat	308 03
	C. King, jr	do	6 40
	R. A. Golden	Fresh fish	5 45
	Hume, Cleary & Co	Groceries	142 89
	Browning & Middleton	do	199 97
	G. M. Oyster & Co	Butter	26 91
	Independent Ice Company	Ice	26 60
	Tschiffely & Evans	Medicine	9 65
	John P. Ayer & Co	Coal	32 50
	Washington Gaslight Company	Gas	36 90
	Saks & Co	Clothing, &c	20 00
	Eiseman Brothers	do	21 00
	Auerbach & Bros	Hats	17 75
	C. H. Garden & Co	do	14 25
	Woodward & Lothrop	Dry goods	43 27
	William R. Riley	do	20 78
	H. Alder, agent	do	22 91
	R. Cohen	Shoes	92 40
	W. L. King & Bro	Leather, &c	10 08
	Washington Brick Machine Company	Manure	60 00
	Columbia Railway Company	do	109 20
	John A. Baker	Tools, seed, &c	75 50
	L. H. Schneider & Son	Tools, &c	20 75
	W. G. Metzerott & Co	Rent of organ	30 00
	E. Morrison	Stationery	5 77
	William Ballantyne & Son	do	2 32
	M. W. Beveridge	China-ware, &c	39 17
	George Watts & Son	do	5 22
	K. Kneessi & Son	Harness, &c	76 15
	O'Neill Brothers	Blacksmithing	28 87
	Henry Wolf	Repairing tools	7 72
	Olcott & Co	Carriage hire	4 00
	George N. Holland	Lime	5 00
	Simpson & Guy	Repairing old range	89 25
	W. B. Williams	Furniture, &c	253 96
	Hutchinson Brothers	New range	250 00
	George Y. Hansell	Papering	17 60
	James McDermott & Bro	Repairing carriage	52 00
	R. Leitch & Sons	Pipe, &c	10 06
	George Ryneal, jr	Oil, &c	14 35
	H. P Gilbert	Belting	7 60
	F. P. May & Co	Hardware	3 30
	S. W. Curriden	Services	150 00
	Samuel Clark	Compensation, June	14 00
	Pitkin & Thomas	Clothing, &c	63 30
	C. Denekas	Yeast	20 22
	Bex & Kennsch	Repairing wagon	40 00
	Edwards & Castle	Shoe leather	109 45
	T. C. Basshor & Co	Boiler and steam kettles	660 00

Statement of disbursements, current expenses, &c.—Continued.

Month.	Name.	For what expended.	Amount.
1886.			
June	Wheatley Brothers	Lumber	$98 70
	J. L. Branson	Knitting-machine	114 55
	Charles Beck	Paper-box machines	484 03
	C. W. Lord & Co	Fire buckets	11 00
	A. H. Andrews & Co	School furniture	245 60
	J. A. Butts, treasurer	Iron bedsteads	353 50
	C. W. Thorn & Co	Sundries	62 14
	Potomac Terra Cotta Company	Pipe	138 00
	Total		36,465 63

Disbursements, buildings and grounds account, for the fiscal year ended June 30, 1886.

1885.			
July	Philip Nicholas	Labor	$20 00
August	Philip Nicholas	do	20 00
September	George E. Hartley	do	34 50
December	Brummel & Weirick	Repairing roof	192 70
	T. W. Smith	Lumber	12 30
	N. Andrews	Repairs	80 62
1886.			
March	H. L. Crawford	Cement floor, laundry	125 80
	H. L. Crawford	Cement floor, basement	776 60
	N. Anderson	Repairs	15 04
June	N. Anderson	do	48 75
	Ward & Cunningham	Plumbing	175 00
	T. B. Cross	Lumber	64 61
	John Dixson	Painting	17 50
	N. Anderson	Repairs	24 00
	Total		1,607 42

Report of the Superintendent.

REFORM SCHOOL OF THE DISTRICT OF COLUMBIA,
October 11, 1886.

GENTLEMEN: I have the honor to present my report for the fiscal year ending June 30, 1886, as follows:

Total number of boys received since opening		1,185
Total number of deaths since opening		7
Rate of mortality about one-third of 1 per cent.		
Average age of boys since opening	years	13
Age of youngest boy when received	do	6
Number of boys in institution June 30, 1885		149
Received during the year as follows:		
From the supreme and circuit courts	8	
From the police court	76	
From the president of the board	22	
From voluntary return to the school	1	
		107
Total population during the year		256
Received on first commitment		93
Received on second commitment		12
Received on third commitment		2
Total		107
Age of oldest boy received during the year	years	18
Age of youngest boy received during the year	do	9
Average age of boys received during the year	do	12.7

Maximum number during the year	178
Minimum number during the year	148
Average number during the year	165
Number of boys discharged during the year, viz:	
By order of the board of trustees	73
By order of the United States marshal	1
Escaped, still absent	5
Total	79
Number remaining June 30, 1886	168
Shortest time in which a boy can gain his "honor" ....months..	18
Nativity of boys received during the year, viz:	
American	91
Irish	7
German	4
English	4
Scotch	1
Total	107
Parental relations of boys received during year, viz:	
Number having both parents living	26
Number having lost father by death	41
Number having lost mother by death	17
Number having lost both parents by death	9
Number having parents living in separation	14
Number having step-father	20
Number having step-mother	7
Total	134
Causes of commitment, viz:	
Incorrigibility	53
Larceny	39
Vagrancy	9
Disorderly assembly	1
Malicious trespass	2
Counterfeiting	1
Robbing United States mail	2
Total	107
Religious training of boys before commitment, viz:	
Parents attend Baptist Church service	39
Parents attend Catholic Church service	18
Parents attend Episcopal Church service	4
Parents attend Methodist Church service	32
Parents attend Presbyterian Church service	2
Parents attend Christian Church service	2
Parents who did not attend any church service	10
Total	107
Educational acquirements when received, viz:	
Number who did not know the alphabet	9
Number who knew the alphabet only	10
Number who could spell easy words	13
Number who could read primary lessons	36
Number who could read well	39
Total	107
Number who could not write	32
Number who could write imperfectly	36
Number who could write legibly	18
Number who could write well	21
Total	117

Educational acquirements, when received, viz:—Continued.	
Number who had never studied arithmetic	66
Number who had been advanced to multiplication	17
Number who had been advanced to division	14
Number who had been advanced to fractions	10
Total	107

FINANCIAL STATEMENT.

The superintendent has received from various sources and turned the same over to Samuel W. Curriden, treasurer of the school, the sum of $3,311.67, as follows:

Received from chair-shop account	$1,657 97
Received from sale of farm products	446 05
Received from sale of fruit	284 69
Received from miscellaneous sources	922 96
Total	3,311 67

All receipts from farm and school are now covered into the United States Treasury for the benefit of the United States and the District of Columbia jointly.

The school sessions have been held regularly in each family during the fall and winter months. The ordinary branches of a common school education have been taught and the average advancement in study has been maintained. A large percentage of the boys admitted during the year has been below the average in age, estimating for the past ten years. Many of them seem to have been deprived of ordinary school privileges at home, or had failed to take advantage of them, as they come to us with a knowledge of little else than the alphabet. It is not to be expected that boys of this class will make rapid advancement in their studies. There is one important consideration, however, which in the end must inure to their individual advantage, as it places them in a position where they are required, for a given time at least, to attend the school sessions.

There have been 79 boys in all discharged during the year. A very few of these were returned to their homes by authority of the Board of Trustees before their time had fully expired. A large majority of them, however, remained to secure their "honor" badge, and were discharged regularly under the rules. Many inquiries come to us from official as well as individual sources for information concerning our discharged boys. How many have really been reformed is often the very direct question, and what proportion of them succeed in getting employment. The answer to these very reasonable inquiries cannot readily be given in figures, and it is impossible to follow up and locate each individual boy. On another page of this report it is shown that 107 boys were received during the year. Of this number 11 had been inmates of the school before. It must be remembered that nearly 1,200 boys in all have been received into the school, and that most of these have been discharged and are still living within the District. Those who make a bad record naturally drift into prominence, and as lawbreakers are arraigned before the court, when they become "known and read of all men." Not so, however, with a large proportionate number who are seldom heard from, because they are doing well and are living quietly and peaceably in the community to which they have been returned. From among these we could select, and name them by

scores, boys who, having grown to manhood, are now occupying positions of trust and responsibility and are respected by all who know them.

All of the various school industries have been prosecuted with satisfactory results, but the farm must always take front rank as our most important work-shop. For this reason, it has received perhaps more than its share of attention during the year. The season has been a favorable one for growth, and, with the exception of white potatoes, the yield in all field and vegetable crops has been above the average. The hay-crop has been larger than ever before. Fertilizing agents, principally stable manure, have been freely used, and the grounds thus treated, have been correspondingly enhanced in value. We have much to contend with on account of the rolling character of portions of our cultivated grounds. These hill-sides are subject to heavy washes during the spring and summer freshets, and often from these causes a very promising crop is badly damaged. These troubles can be avoided only by a thorough under-drainage, and for this purpose, in connection with similar improvement of front grounds, a reasonable appropriation has been asked for.

The fruit crop was very light, almost a failure in peaches, pears and grapes. Of small fruits there was less than an average yield, except strawberries which were very abundant, affording a large surplus to be disposed of in the market.

Work in the chair-caning department still furnishes light employment for most of our small boys. The older and stronger ones take care of the farm and outdoor work generally.

The tailoring and shoe shops, as also the greenhouses, are under the management of competent instructors, wherein a number of boys are employed and taught a knowledge of these several trades. So also the bakery, kitchen, and laundry affords like opportunities for other boys to prepare themselves to earn a living by securing a fair knowledge of the work peculiar to each. None are idle during working hours, if physicially able to be on duty. Hours for recreation are also made a part of the daily programme. The playground is considered an essential feature in the daily routine of school life, as the exercise it brings is helpful alike to health and discipline.

A great deal of work has been done during the year to keep the several buildings in good repair. The tin roofing has been made new wherever required, and all thoroughly covered with patent elastic paint. The boys' basement in both main and family buildings, and also the principal room in laundry have all been concreted and finished with a granolithic or cement pavement.

A new tubular boiler, with all necessary attachments, including three large jacketed kettles, fitted for steam cooking, have been provided and are now in successful operation for preparing food for the boys' table. A new range, with extended facilities for supplying hot water throughout the building, has been added to other necessary kitchen improvements. Machinery of the latest designs and most approved patterns has been purchased and put in position for the manufacture of paper boxes. It is the intention to secure a competent foreman to instruct and educate a number of boys in this growing industry, believing that it promises something practical in the way of remunerative employment for them after they have been discharged from the school.

Several knitting-machines have also been purchased and placed in the tailoring department, especially designed for knitting our own sup-

ply of socks, but for a possible extension of the industry should its further development become practicable.

An additional root-cellar has been built, and especially fitted for the winter storage of sweet potatoes by the introduction of artificial heat. One hundred panels of picket fencing has also been constructed along the south line of the farm, many old and unsightly trees removed, and the main road-way to rear of farm thoroughly drained and repaired.

An orchard, containing about six hundred young peach trees, has been planted, one hundred each of six choice varieties, and also one hundred two-year old vines of the new White Niagara grape. These vines were procured direct from the vineyard of the original grower of the now justly popular variety of grapes.

The general health of the school has been very good. Dr. Charles A. Wells, the attending physician, has continued his visits throughout the year as his services have been required. No epidemic has appeared among the children, and no one has suffered from a serious accident of any kind. There has been no death in the institution during the past three years. Under the direction of Dr. Wells, a strict sanitary régime has been carried out, especially during the hot summer months, and free use has been made of the most approved disinfectants both in and outside of the several buildings.

Quite a number of strangers, from different parts of the country, as also many of our oldtime friends and neighbors, have visited the school during the year. Through the good will and favor of such friends and their knowledge of our wants, we have received frequent donations of interesting reading matter, such as magazines, pamphlets, and weekly newspapers. Periodicals of this class, selected with care, make very acceptable reading for boys, and we accept them with great pleasure, not regarding the date as of any material consequence. Daily newspapers are not distributed in the school, and should not be sent to the boys or brought to them by their friends.

All of the national holidays were observed in their regular order. The "Fourth of July" especially was made the occasion for a full round of amusements for the boys, culminating before dark in a vocal concert on the front lawn, under the direction of Mr. W. K. Cohen, and closing an hour later with a fine display of fireworks.

Thanksgiving turkeys were provided in abundance, and enjoyed by the entire school on the day specially designated. Christmas also had its usual merry welcome from the boys, old and young, and each was provided with the means to make it a very enjoyable day.

Our annual entertainment was given at the school by the boys on the evening of January 25, and consisted of recitations, dialogues, calisthenic exercises, and vocal music, the latter under the direction of Mr. W. K. Cohen, who has charge of this branch of instruction. The material for these entertainments is drawn wholly from the more advanced classes in the school grades, and boys are selected for their respective parts after a fair competition among themselves. On these occasions our limited accommodations for room are always over taxed, as in addition to the board of trustees, who are always present with their friends, our neighbors, ever welcome, all come to join us in an hour or two of solid enjoyment.

Religious services are held every Sabbath afternoon in the large school-room in south wing of main building. They are conducted by ministers of the different religious demoninations from the city and immediate neighborhood, and by intelligent laymen accustomed to public speaking. These services are in no sense denominational or sectarian

in character. The hour for commencement is 3 o'clock, p. m., and all friends of the school are cordially invited to be present. Our thanks are hereby extended to ministers of the Gospel and others who have so regularly and acceptably throughout the year conducted our Sabbath afternoon services. We are also very grateful to the many good friends, ladies and gentlemen from the city, who have upon several occasions, and in the interest of our boys, voluntarily given us such charming literary and musical entertainments.

But few changes in our official force have been made during the year. A large majority of our associate officers and employés have proved themselves faithful and efficient in the line of their especial duties, and also in the ready assistance extended to the superintendent and matron in their daily routine of work and responsibility.

Under Providence the school has been permitted to close another busy and prosperous year, and I beg to express my gratitude for the continued support of your honorable Board personally and officially.

Respectfully submitted.

G. A. SHALLENBERGER,
Superintendent.

The BOARD OF TRUSTEES.

EXHIBIT P.—*Report of the warden of the jail.*

WASHINGTON, D. C., *November* 2, 1886.

The undersigned, warden of the jail in the District of Columbia, in obedience to duty, hereby submits his annual report for the year which ended October 31, 1886.

The management of this institution during the past year, as in former years, while under the supervision of the present warden, has been conducted upon strictly humanitarian principles and with very satisfactory results; intelligence, firmness, and a conciliatory spirit have been uniformly manifested by the officers in their treatment of prisoners, and as a rule the inmates in return have yielded a willing obedience to the requirements of the prison, and good discipline has prevailed with remarkable uniformity during the year. At no time during the superintendence of the present warden has there been less to complain of in regard to the efficiency and faithfulness of the officers and the general deportment of the prisoners than during the year just closed. No prisoner has escaped, and none has offered any persistent resistance to the mandates of those in authority. The inmates have been supplied with good nutritious food of the different varieties allowed for the use of the jail and in abundance. Good beds and comfortable quarters have been furnished them. Delicacies for the sick, and proper medicines, when needed, have been promptly furnished and administered, and the wants of the prisoners in all respects have been carefully attended to. A good condition of health has prevailed, and no death among the inmates has occurred, except those who suffered under sentence of the law.

Reference is hereby made to the report of Alexander McWilliams, M. D., the jail physician, hereto annexed, for a more elaborate statement in regard to the health of prisoners and the sanitary condition of the institution than is given here. The jail throughout all its apartments has been kept in good order, thoroughly clean and well disinfected, the clothing and bedding have been frequently washed as their condition required, and the prisoners have been compelled to bathe and

wash their persons from week to week through the year, which it is believed has contributed very much to the satisfactory sanitary condition that has prevailed. The jail physician has visited the jail every day, furnished all medicines needed, and has been unremitting in his attention to and care of the sick. Representatives from the Young Men's Christian Association of this city (white and colored) and ladies connected with the Women's Christian Temperance Union have held religious services regularly at the jail, which have been attended with satisfactory results.

The jail building has required some repairing and a considerable amount of painting and glazing from time to time, all of which has been properly attended to, and the building and apartments are now in good condition, except the gutters around the eaves of the building, which have become impaired by reason of the action of the elements and the breaking away of the copper lining to the same, which causes the water to run down the sides of the walls in some places, and to work its way at the angles of the building down into the mason-work between the outer wall of stone and the inner walls of brick, which, if not remedied soon, will cause serious damage to the walls. The cost of making the required repairs to the gutters would be about $600. An appropriation should be made for the purpose.

By lapse of time and continued use for a period of eleven years, two of the large steam-boilers used for heating the building settled away from their supports in such a manner as to cause a collapse of the steam pipes connected with them and to render it necessary to remove the entire foundation, masonry supports, and inclosing-walls, in order to make the needed repairs. This was done. The boilers were repaired subject to the inspection and supervision of a Government inspector, raised and placed in their former position, and reset upon a substantial foundation. The entire masonry work and their supports and protecting walls were rebuilt of new material by skilled mechanics, and they are now in good condition for use. Other necessary repairs have been made to the steam-heating apparatus, the steam-distributing pipes, and also to the steam laundry, which had become to a considerable extent worn and impaired by constant use during eleven years of service. The entire cost of repairs to the building, fixtures, boilers, steam laundry, steam pipes, drainage, furniture, &c., was $715.19. The expense of painting and glazing, which includes materials only, as the work was done by prison labor, was $245.34.

The daily average number of prisoners in jail during the year was 186. The preceding year the daily average number of prisoners was 197. The total number of prisoners in jail during the year was 1,895, of whom 456 were white males, 21 were white females, 1,222 were colored males, and 181 were colored females. Of this number, 163 males and 26 females were in jail at the commencement of the year; 1,523 males and 183 females were committed during the year. Those in jail, as above stated, during the year, are accounted for as follows: There were pardoned by the President of the United States 6 white males and 1 colored male, and by the Commissioners of the District of Columbia, 2 colored males. There were transferred to the Government Asylum for the Insane, in the District of Columbia, 2 white males and 2 colored males; executed pursuant to death sentence, 2 white males and 1 colored male. There were transported to the Albany County Penitentiary, at Albany, in the State of New York, 16 white males, 38 colored males, and 2 colored females. There were transferred to the Reform School for Boys, in this District, 17 white boys and 35 colored boys. There were otherwise discharged by due course

of law, 1,409 males and 188 females, leaving in jail at the close of the year, 44 white males, 111 colored males, 1 white female, and 18 colored females. In compliance with duty imposed by law, 56 convicts, as above stated, were transferred from the jail to the above-mentioned Albany County Penitentiary, pursuant to sentences in their cases, respectively, by the supreme court of the District of Columbia holding a criminal term. The actual cost of such transportation was $1,076.62, of which sum $600.30 was refunded by the authorities of said penitentiary, the same being the amount of railroad fare for the 56 convicts only, leaving a balance of $476.32 expended in connection with the transportation of said convicts, for the traveling and other incidental expenses of the officers who went in charge, to be borne by the Government. The 52 boys above referred to were transferred to the Reform School without any expense to the Government. Besides those sentenced to the penitentiary and to the Reform School for boys as hereinbefore stated, there were 995 of the prisoners tried, convicted, and sentenced to serve terms in jail, of whom 199 were white males, 638 were colored males, 7 were white females, and 151 were colored females. The amount of salaries of the deputy warden, physician, engineer, and assistant engineers, guards, clerk, messenger (office now abolished), carpenter (not now employed), and cooks (only one now employed), was $25,785.80. Besides the amount paid as above stated, there were expended on account of the jail the several sums for the support of the prisoners as follows:

Subsistence	$10,134 99
Beds, bedding, and clothing	1,697 96
Fuel	2,467 14
Gas and lights	599 45
Medicines, medical stores, and delicacies for the sick	400 62
Ice and miscellaneous articles	264 19
Disinfectants, soap, sal soda, and lime	575 67
Brooms, scrub-brushes, and whitewash brushes	164 45
Stationery, blank books, and advertising	138 34
Keeping horse, cows, and one pair of harness and wagon	168 74
New wagon and harness	190 00
Furniture, including beds, cots, and other cell furniture	256 00
Hard and tin ware cooking utensils and dishes	242 39
Working and mechanical tools	134 56
Preparing for executions and burial expenses	90 01

The following table exhibits a correct classification of the whole number of prisoners who were committed to jail during the year, including the offenses charged against them in their commitments respectively:

Offenses charged.	White males.	Colored males.	White females.	Colored females.	Total.
Murder	5	6	.....	1	12
Manslaughter	1	.....	.....	.....	1
Assault with intent to kill	11	46	1	1	59
Arson	1	.....	1	.....	2
Robbery	4	3	.....	.....	7
Resisting Metropolitan police officers	2	1	.....	.....	3
Burglary and larceny	.....	3	.....	.....	3
House-breaking	8	31	.....	.....	39
Grand larceny	22	19	2	6	49
Larceny from person	6	5	.....	.....	11
Larceny from the United States	1	.....	.....	.....	1
False pretense	5	5	.....	.....	10
Receiving stolen goods	2	3	.....	.....	5
Forgery	2	3	.....	.....	5
Conspiring to defraud the Government	1	1	.....	.....	2
Embezzlement	13	6	.....	.....	19
Second offense petit larceny	1	5	.....	.....	6
Violation postal laws	4	2	.....	.....	6
Perjury	2	7	.....	1	10
Bigamy	1	5	.....	.....	6

Offenses charged.	White males.	Colored males.	White females.	Colored females.	Total.
Assault with intent to rape	2	6			8
Violating internal-revenue laws		4			4
Impeding administration of justice	2		5		7
Petit larceny	101	399	4	69	573
Policy business	2	6			8
Keeping gambling-house	1	2			3
Bench warrants	16	10	2		28
Assault and battery	104	316	1	45	466
Affray	20	89	1	17	127
Assault	23	58	1	11	93
Threats of violence	15	12			27
Trespass	8	29			37
Refusing to obey superior officer	2				2
Contempt of court	2	3		1	6
Keeping bawdy-house		2	1	3	4
Keeping disorderly house	1	2	1	4	8
Vagrancy	6	3			9
Incorrigibility	10	15			25
Enticing prostitution	1				1
Disorderly assembly		1			1
United States witness	3	5		4	12
Total	411	1,111	20	163	1,705

The following table presents a classification of the prisoners who were sentenced to the penitentiary during the year, with the statement of their crimes:

Crimes.	White males.	Colored males.	Colored females.	Total.
Manslaughter	2			2
Assault with intent to kill	1	8		9
Robbery		1		1
Forgery	2			2
Grand larceny	2	4	1	7
Housebreaking	1	10		11
Larceny from person	1	2		3
False pretense	1	1		2
Counterfeiting	2			2
Rape	1	1		2
Perjury		2		2
Second offense petit larceny	2	6	1	9
Defrauding Government	1			1
Violating postal laws		2		2
Bigamy		1		1
Total	16	38	2	56

The following table shows a classification of the boys sent to the Reform School, and a statement of the offense for which they were convicted:

Crimes and offenses.	White males.	Colored males.	Total.
Grand larceny	1		
Petit larceny	3	15	18
Incorrigibility	9	16	25
Vagrancy	4	3	7
Disorderly assembly		1	1
Total	17	35	52

As hereinbefore stated, there were 995 of those who were committed to jail during the year that were tried, convicted, and sentenced to jail for various terms, and for crimes classified as stated, in the following table:

Crimes and misdemeanors.	White males.	Colored males.	White females.	Colored females.	Total.
Manslaughter	1	.....	.....	.....	1
House-breaking	.....	3	.....	1	4
Larceny from the person	2	.....	.....	.....	2
Violating postal laws	1	1	.....	1	3
Embezzlement	5	.....	.....	.....	5
Assault with intent to kill	.....	1	.....	.....	1
Assault and battery	83	284	1	56	424
Petit larceny	60	243	4	64	371
Policy business	2	5	.....	.....	7
Keeping gambling table	.....	1	.....	.....	1
Keeping disorderly house	1	1	.....	5	7
Keeping bawdy-house	.....	.....	1	1	2
Assault	5	8	.....	.....	113
Affray	18	66	1	21	106
Threats of violence	12	8	.....	1	21
Trespass	7	14	.....	.....	21
Contempt of court	2	3	.....	1	6
Total	199	638	7	151	995

Very respectfully, your obedient servant,

JOHN S. CROCKER,
Warden.

Hon. A. H. GARLAND,
Attorney-General Un ited States.

Report of the physician to the jail.

WASHINGTON, D. C., *November* 2, 1886.

DEAR SIR: Since my last report we have no deaths to report from diseases. The health of the jail has been all that could be desired, considering the large number of criminals and the class of prisoners who come under our care. Two cases of the opium habit have been treated within the last year, and I am happy to state they left the jail in a very improved condition. I beg to call your attention to the large number of children we are obliged to care for. Some of them are but a few months old; some from that to ten years. Mothers, who are convicted, often have children but a few months old, and they are compelled to remain a year in the badly ventilated cells of the female department. Some legislation on this subject is absolutely necessary. The food within the last year has been all that could be desired—sound, abundant, and varied. The sick are well cared for, and all necessary aid is furnished for them. The condition of the prison is a subject of congratulation. It is kept scrupulously clean at all times, perfectly ventilated, and every attention given to the persons and clothing of the inmates. The officers having special charge of this department deserve the highest praise for their energy and untiring industry. I must return my thanks to you particularly for your uniform support and kindness at all times, and to the officers and matron for their assistance and implicit obedience to my orders.

Yours, respectfully,

A. MCWILLIAMS,
Physician United States Jail, Washington, D. C.

General JOHN S. CROCKER,
Warden United States Jail.

EXHIBIT Q.

ARCHITECT'S OFFICE, UNITED STATES CAPITOL,
Washington, D. C., November 17, 1886.

SIR: I have the honor to state that since the date of my last report, relative to the court-house, city of Washington, that many and important improvements have been made to the old portion of the same; rooms in the western wing have been fitted up for the use of the Civil Service Commission, and those in the upper story of the eastern wing put in condition for occupancy for the surveyor of the District of Columbia. These and the court-rooms have been heated by means of steam, two additional boilers having been placed in the boiler-rooms of the north extension for that purpose. In the basement of the new portion of the building the rooms vacated by the city surveyor have been prepared for use of the recorder of deeds, and the recorder's office moved to the western end to rooms formerly occupied by the register of wills, and the register of wills' office moved to that formerly occupied by the recorder of deeds; both have been amply furnished with shelving for records, and other changes made, which add greatly to the convenience of persons doing business with these offices.

Very respectfully yours,

EDWARD CLARK,
Architect United States Capitol.

Hon. A. H. GARLAND,
Attorney-General.

EXHIBIT R.

DEPARTMENT OF JUSTICE,
Washington, October 30, 1886.

SIR: I have the honor to submit herewith a list of the persons convicted in the United States district courts who were pardoned during the fiscal year ending June 30, 1886, together with a tabulated statement showing the districts in which they were tried, the terms of court at which they were convicted, their offenses, sentences, where they were pardoned, and the principal reasons for recommending the exercise of Executive clemency in their respective cases.

Very respectfully,

ALEXANDER R. BOTELER,
Clerk of Pardons.

The ATTORNEY-GENERAL.

Names.	Districts.	When convicted.	Offenses and sentences.	When pardoned.	Reasons for the exercise of Executive clemency.
				1885.	
John Blumer	District of Columbia	March 5, 1885	Larceny.—6 months' imprisonment.	July 18	His first offense, and on recommendation of the judge before whom he was tried.
John V. Brown	Western district of Virginia.	Nov. term, 1884	Stealing money from registered letter.—1 year in penitentiary.	July 20	Previous good character, had served two-thirds of his sentence, and the straitened condition of his family.
Fredrick Ditman, alias Dunkle.	Northern district of Illinois.	Jan. term, 1885	Attempting to pass counterfeit money.—1 year in the penitentiary.	July 20	Previous good character, and having given important information to Government for suppression of counterfeiting.
Peter Fairevell or Farevill (an Indian).	District of Dakota	Dec. term, 1884	Smuggling.—6 years and 4 months' imprisonment.	July 20	In the last stages of pulmonary consumption.
Henry A. Bowers	District of Vermont	May term, 1882	Violating pension laws.—4 years' imprisonment.	July 20	Upon the recommendation of the district attorney and his assurance that the judge (then absent) would concur.
Adam Wilson	Western district of Tennessee.	Jan. term, 1879	Resisting revenue officers, &c.—22 years' imprisonment and $1,000 fine.	July 20	Because of his failing health and the probability of longer confinement costing him his life.
Andrew Hanson	District of Massachusetts.	June term, 1884	Conspiring to defraud the United States.—10 months' imprisonment.	July 21	Previous good character, helpless condition of his family, and on recommendation of district attorney.
George W. Davidson	Southern district of New York.	May term, 1884	Embezzling public funds.—Criminal proceedings barred, but imprisoned for non-payment of judgment for $7,671.75.	Aug. 4	Under the provisions of section 3472, Revised Statutes of the United States, because of helpless family, and at solicitation of many citizens.
J. J. Quinn	District of California	Feb. term, 1884	Attempting to pass altered bank note.—5 years in the penitentiary.	Aug. 5	On the recommendation of the district attorney, because of his previous good character and the bad character of witnesses against him.
Michael Mullin	Southern district of Ohio.	Oct. term, 1884	Violating section 5565, Revised Statutes of the United States.—Twelve months in jail.	Aug. 5	Previous good character, because of a probable misapprehension of his duty, and on recommendation of many good citizens.
John M. Daggett	Eastern district of Arkansas.	Apr. term, 1885	Embezzling money-order funds.—Sentence suspended.	Aug. 5	On the recommendation of the judge and district attorney, made restitution the amount taken, sacrificed all his property to do it.
Frederick Joseph	District of Columbia	Nov. term, 1884	Burglary.—5 years' imprisonment in the penitentiary.	Sept. 8	Because of an enfeebled mind from fracture of the skull and ill with the consumption.
Nathaniel Percy	District of Pennsylvania.	Sept. term, 1885	Striking and wounding a seaman, one of his crew.—1 month in jail and $50 fine.	Sept. 17	Because of previous good character, on the recommendation of many New York and Philadelphia shippers, that the blow was given to suppress a row, &c.
Albert Gamble	Western district of Arkansas.	Aug. term, 1884	Introducing spirits in Indian country.—18 months' imprisonment and $50 fine.	Oct. 3	On recommendation of the judge and district attorney, and because the facts were exaggerated.
Henry S. Davis	District of Columbia	Oct. term, 1883	Assault with intent to kill.—2 years in the penitentiary.	Oct. 3	On the recommendation of the district attorney, and mitigating circumstances connected with his offense.
Charles Zabler	District of Kansas	Apr. term, 1885	Illicit distilling.—6 months in jail and $500 fine.	Oct. 30	On the recommendation of the district attorney and judge, and because of his ignorance and poverty.

John Albach	do	do	do	Oct. 30	Do.
George Conway	District of Washington Territory.	Nov. term, 1882	Ill treatment of seaman.—5 years and six months in the penitentiary.	Oct. 26	On recommendation of the judge and district attorney, and the failing health of the convict.
William Thompson	Western district of Arkansas.	Aug. term, 1884	Assault with intent to kill.—2 years' imprisonment.	Oct. 27	Because of previous good character, and at the solicitation of many reputable citizens, including the person assaulted.
Samuel Walters	do	Aug. term, 1884	Accepting a bribe from a prisoner in his charge.—2 years' imprisonment.	Oct. 27	Because of bad character of the witness and grave doubts of his guilt; also on recommendation of the judge and district attorney.
Thomas E. Bohenan	Southern district of Alabama.	Dec. term, 1883	Counterfeiting.—5 years in the penitentiary and $100 fine.	Oct. 27	Because of doubts as to his guilt, and on the recommendation of many prominent citizens.
Charles Ellwood	District of Kansas	Sept. term, 1884	Larceny.—1 year's imprisonment.	Oct. 27	Because of a fatal disease, and on the recommendation of the judge and district attorney.
J. P. Stonebraker	Western district of Texas.	May term, 1882	Mail robbery.—5 years' imprisonment.	Nov. 9	Because of failing health and the likelihood of his death at no distant date.
Robert Peeler	Western district of Arkansas.	Nov. term, 1885	Manslaughter.—Sentence suspended.	Dec. 7	On the recommendation of the judge and district attorney, also because of the provocation, &c.
William N. Mott	Western district of Texas.	Oct. term, 1884	Violation of postal laws.—3 years' imprisonment.	Dec. 8	Because of his previous good character, doubts as to his guilt, and his failing health.
John Brown	Southern district of Ohio.	Dec. term, 1882	Passing counterfeit money.—5 years' imprisonment.	Dec. 8	Because of his old age, failing health, and having served out most of his sentence.
William Petty	Western district of Texas.	Oct. term, 1881	Robbing a post-office.—Imprisonment for life.	Dec. 8	Because he was convicted on the testimony of a self-confessed perjurer, &c.
George W. Kinder	District of Kentucky	Feb. term, 1884	Passing counterfeit coin.—4 years' imprisonment.	Dec. 8	Because of his insanity, and being in the last stages of consumption.
James D. Morrow	Western district of Texas.	Aug. term, 1885	Stealing a registered letter.—1 year's imprisonment.	Dec. 9	Because of his youth, previous good character, and on recommendation of the judge, district attorney, &c.
Charles Chambers	District of Minnesota	Oct. term, 1883	Having in possession counterfeit money, &c.—5 years' imprisonment and $500 fine.	Dec. 9	On the recommendation of the district attorney, the United States commissioner for Minnesota, and many others.
James McGovern	do	do	do	Dec. 9	Do.
Robert Adams	Eastern district of Arkansas.	March term, 1882	Passing counterfeit money.—5 years' imprisonment and $1,000 fine.	Dec. 10	Because of his being in the last stages of consumption.
David K. Udall	District of Arizona	June term, 1885	Perjury.—3 years' imprisonment.	Dec. 10	On the recommendation of the judge and district attorney, and because only technically guilty.
Seven Jensen	District of Utah		Polygamous practices	Dec. 11	Recommended by the Utah commissioners, governor of the Territory, and justices of the supreme court of Utah.
George G. Synder	do		do	Dec. 11	Do.
John S. Painter	do		do	Dec. 11	Do.
Frederick Kingston	do		do	Dec. 11	Do.
Jane Chase	do		do	Dec. 11	Do.
Wells Chase	do		do	Dec. 11	Do.
Charlotte E. Sharp	do		do	Dec. 11	Do.
Orrawell Simons	do		do	Dec. 11	Do.
T. F. Dewey	Southern district of Ohio.	April term, 1884	Forgery and violating section 5485, Revised Statutes United States.—2 years' imprisonment and costs.	Dec. 23	Had nearly served out his sentence, and for good conduct while in prison, &c.

Names.	Districts.	When convicted.	Offenses and sentences.	When pardoned.	Reasons for the exercise of Executive clemency.
				1886.	
Robert K. Wilson	District of Utah		Polygamous practices	Jan. 15	Recommended by the Utah commissioners, governor of the Territory, and justices of the supreme court of Utah.
Frederick W. Blohm	do		do	Jan. 15	Do.
Philip Bishop	Western district of Texas.	Oct. term, 1884	Burglary.—2 years' imprisonment.	Jan. 15	Recommended by the judge and district attorney, had served 20 years in the United States Army, and had a dependent family.
John Holsclaw	Western district of North Carolina.	Oct. term, 1885	Retailing liquors without license.—4 months in jail and $100 fine.	Jan. 15	Very poor and in bad health, recommended by the judge and district attorney.
George R. Sims	Northern district of Illinois.	Dec. term, 1882	Conspiracy to defraud the Government, &c.—5 years' imprisonment.	Feb. 5	Because he had been imprisoned three times longer than his more guilty associates in the offense.
Turner Sanders	Eastern district of North Carolina.	Nov. term, 1885	Illicit distilling.—3 months in jail and $100 fine.	Feb. 5	His first offense; is poor, in bad health, and has an old crippled father and several sisters to support.
Nellie E. Arrington	Western district of Texas.	Aug. term, 1885	Presenting fraudulent pension claim.—1 year's imprisonment.	Feb. 11	Because her testimony was required by the Government, and on recommendation of judge and United States marshal.
Benjamin Graff	Western district of Arkansas.	Oct. term, 1885	Violating the postal laws.—6 months' imprisonment and $1,900 fine.	Feb. 11	Previous good character, and on recommendation of the judge and district attorney, &c.
Albert G. Herndon	Western district of Texas.	July term, 1878	Mail robbery.—Imprisonment for life.	Feb. 18	Because of his youth, poverty, and ignorance, and for his self-sacrificing conduct in prison, &c.
Samuel J. Piper	Western district of Texas.	July term, 1878	Mail robbery.—Imprisonment for life.	Feb. 18	Because of his youth, poverty, and ignorance, and his good conduct in prison nursing the sick.
George G. Williams	District of West Virginia.	Nov. term, 1885	Violating pension and postal laws.—90 days in jail and $200 fine.	Feb. 18	Because of the precarious condition of his health.
Peter B. Fagan	do	Jan. term, 1883	Passing counterfeit money.—4 years' imprisonment.	Feb. 19	On the recommendation of the district attorney, for having rendered good service to the Government, and having served out most of his sentence.
Fletcher Emmett	Eastern district of Tennessee.	Jan. term, 1882	Violating internal-revenue laws; resisting United States officer.—20 years' imprisonment.	Feb. 19	On the recommendation of the district attorney, and because of his poverty and ignorance.
John Roberts	Northern district of Texas.	Oct. term, 1885	Stealing a horse in the Indian Territory.—1 year's imprisonment.	Feb. 19	His youth, previous good character, and on the recommendation of the United States judge, district attorney, and marshal.
J. F. Hancock	Southern district of Mississippi.	Nov. term, 1885	Illicit distilling.—Sentence suspended.	Feb. 19	His age, infirmities, and ignorance, and on the recommendation of the United States judge and district attorney.
John Sherwin	Western district of Arkansas.	Aug. term, 1885	Assault with intent to kill.—2 years' imprisonment.	Feb. 19	On the recommendation of the judge, district attorney, and marshal, and because of his great provocation.
Jesse Griffith	Eastern district of Arkansas.	Nov. term, 1883	Violation of postal laws.—60 days' imprisonment and $500 fine.	Feb. 19	On the recommendation of the judge, district attorney, Postmaster-General, and other prominent citizens.

J. F. L. Hoffman	District of Columbia	Jan. term, 1886	Petit larceny.—6 months' imprisonment.	Mar. 6	His youth, previous good character, and on the recommendation of the district attorney.
Simon Lycet	District of New Mexico.	Aug. term, 1882	Unlawfully selling United States ammunition.—$1,000 fine.	Mar. 18	On recommendation of the district attorney, and on grounds for believing he was improperly convicted.
Samuel Smith	Western district of Tennessee.	Oct. term, 1885	Illicit distilling.—6 months in jail and $100 fine.	Mar. 18	On recommendation of the district attorney, and on account of his poverty and dependent family.
William A. Green	Western district of Tennessee.	Oct. term, 1885	Violation of internal-revenue laws.—6 months in jail.	Mar. 19	On recommendation of the district attorney, and on account of his poverty and dependent family.
John A. Burton	Western district of Tennessee.	Oct. term, 1885	Violating internal-revenue laws, 6 months in jail.	Mar. 19	On recommendation of the district attorney, and on account of his poverty and dependent family.
E. S. Wynn	Western district of Tennessee.	Oct. term, 1885	Illicit distilling.—6 months in jail and $100 fine.	Mar. 19	On recommendation of the district attorney, and on account of his poverty and dependent family).
George W. Green	Western district of Tennesse.	Oct. term, 1885	Violating internal-revenue laws.—6 months in jail.	Mar. 19	On recommendation of the district attorney, and on account of his poverty and dependent family.
William Lindsay	District of South Carolina.	Aug. term, 1885	Violating internal-revenue laws.—6 months' imprisonment and $100 fine.	Mar. 22	On recommendation of the district attorney, his poverty, and his having a fatal disease.
Richard N. Burton	District of Kentucky	Feb. term, 1886	Violating internal-revenue laws.—50 days in jail and $100 fine.	Mar. 25	On recommendation of the judge and district attorney, and because of the condition of his wife.
Louis Messer	District of Columbia	March term, 1885	Petit larceny in seven cases.—420 days' imprisonment.	Mar. 25	On recommendation of the district attorney on account of his failing health.
David Bassett	District of Maine	Dec. term, 1885	Taking letters from the post-office.—Proceedings suspended.	Mar. 25	On recommendation of the judge and district attorney; a mere boy, and son of an honest, poor man.
Thomas Davis	District of Utah		Polygamous practices.	Mar. 25	On recommendation of the Utah Commissioners, governor of the Territory, and justice of the supreme court.
Robert S. Buet	do		do	Mar. 25	Do.
E. T. Tillman	Middle district of Tennessee.	April term, 1885	Attempting to pass an altered bank note.—5 years' imprisonment.	Mar. 25	On recommendation of the judge and district attorney; a youth of previous good character, &c.
James Sharp	District of Columbia	June term, 1885	Attempt to commit a rape.—18 months' imprisonment.	Mar. 25	Recommended by the judge, jury, and district attorney, because of doubts as to his intention.
Samuel R. Taylor	Eastern district of Missouri.	Nov. term, 1884	Fraudulent practices in pension case.—4 years' imprisonment.	Mar. 25	Because of his failing health, aggravated by further confinement.
R. H. Bentlinger	Southern district of Mississippi.	Jan. term, 1876	Violation of postal laws.—2 years' imprisonment.	April 7	To relieve him of civil disabilities, on recommendation of the judge, district attorney, &c.
Richard F. Vaun, a Cherokee.	Western district of Arkansas.	Feb. term, 1886	Assault with intent to kill.—Sentence suspended.	April 7	Because of a doubt as to the testimony on which he was convicted, &c.
Joseph Martini, *alias* "Scotti."	District of Louisana	Feb. term, 1877	Violation of sections 5457, 3513, 5431, and 5413.—15 years' imprisonment and $2,000 fine.	April 7	Because of his old age and doubts of his guilt from the character of the witnesses.
Edward A. Boyd	Southern district of New York.	May term, 1885	Procuring free entry on importations, &c.—2 years' imprisonment.	April 9	From motives of humanity, because of his failing health, indicating his early death.
Robinson Kemp	Western district of Arkansas.	Aug. term, 1885	Murder.—To be hanged on the 23d of April, 1886.	April 17	Commuted to life imprisonment, because of the conflicting testimony, &c.
Luce Hammon (Creek Indian).	Western district of Arkansas.	Dec. term, 1885	Murder.—To be hanged April 23, 1886.	April 17	Commuted to imprisonment for life, because the offense was committed during a factional war in the Creek Nation, &c.
He-wah-nuck-a (Creek Indian).	Western district of Arkansas.	Dec. term, 1885	Murder.—To be hanged April 23, 1886.	April 17	Do.

Names.	Districts.	When convicted.	Offenses and sentences.	When pardoned.	Reasons for the exercise of Executive clemency.
				1886.	
One Wiley (Creek Indian).	Western district of Arkansas.	Dec. term, 1885.....	Murder.—To be hanged April 23, 1886.	April 17	Commuted to imprisonment for life, because the offense was committed during a factional war in the Creek Nation, &c.
Meredith Crow.....	Western district of Arkansas.	Sept. term, 1885.....	Murder.—To be hanged April 23, 1886.	April 20	Commuted to imprisonment for life, because the killing was without premeditation, &c.
Robert Wolf.....	Western district of Arkansas.	May term, 1885.....	Murder.—To be hanged April 23, 1886.	April 20	Commuted to imprisonment for life, because the homicide did not indicate malice, and may have been accidental.
William H. Goodell.....	District of California....	Feb. term, 1886.....	Violating sections 5346 and 5347.—4 months' imprisonment and $300 fine.	April 28	Because of his seriously impaired health and mitigating circumstances in his offense.
James May.....	District of Utah.....	.....	Polygamous practices	May 8	On recommendation of Utah Commissioners, governor of the Territory, and justices of its supreme court.
Henry Terrel.....	Southern district of Mississippi.	Jan. term, 1885.....	Permitting a prisoner to escape when guarding him.—Sentence suspended.	May 8	On recommendation of the county officials and other reputable citizens.
L. H. Harris.....	Western district of Tennessee.	May term, 1878.....	Selling unstamped manufactured tobacco.—$1,000 and costs.	May 8	On recommendation of the district attorney, who says "the Government cannot collect fine or costs," because of the man's poverty.
Henry F. Stowell.....	District of South Carolina.	Feb. term, 1886.....	Violating internal-revenue laws.—6 months in jail and $1,900 fine.	May 8	Recommended by district attorney and others, and because of doubt as to his guilt, &c.
Benjamin F. Bigelow	District of Columbia.....	Nov. term, 1883.....	Bank embezzlement.—5 years' imprisonment.	June 2	In consideration of his motherless children and aged parents, and at the solicitation of prominent citizens.
Berthold Falkenhaimer.	Eastern district of Missouri.	Jan. term, 1884.....	Violating section 5469.—2 years' imprisonment	June 11	Because there are doubts as to his having committed the offense.
William Handy.....	Eastern district of Tennessee.	Jan. term, 1886.....	Illicit distilling.—1 year's imprisonment.	June 15	Recommended by the judge and district attorney, and because of his previous good character and the helpless condition of his family.
James Findley.....	Northern district of Georgia.	Oct. term, 1882.....	Violating section 5518.—Escaped before sentence.	June 15	Recommended by the judge, district attorney, Senator J. E. Brown, &c., the testimony against him being unreliable.
John Schenhour.c.....	Western district of North Carolina.	Apr. term, 1886.....	Violating internal-revenue laws.—2 months in jail and $100 fine.	June 15	Recommended by judge and district attorney, the prisoner being a poor, ignorant man, with a large and dependent family.
Andrew J. Blackwell	Western district of Arkansas.	Aug. term, 1880.....	Passing counterfeit coin.—10 years' imprisonment and $1,000 fine.	June 16	Recommended by the judge and others because of his impaired health, physically and mentally.
W. J. Taylor.....	Western district of Tennessee.	Apr. term, 1886.....	Illicit distilling.—3 mouths' imprisonment.	June 16	Because of his previous good character, his poverty, dependent and afflicted family.
Emory M. Arnold.....	Western district of Arkansas.	May term, 1886.....	Assault with intent to kill.—Sentence suspended.	June 16	Because his offense was unpremeditated and committed under great provocation, &c.
Peter Christenson.....	District of Utah.....	.....	Polygamous practices	June 16	On recommendation of the Utah Commissioners, the governor, and justices of the supreme court of the Territory.

E. Leon Dubois.....	District of New Mexico..	June term, 1885.....	Violation of election laws.—2 years' imprisonment and $500 fine; execution of the sentence suspended by governor.	June 17	Because of his bad health and at the earnest solicitation of Hon. Antonio Joseph, and others.
Isaac A. Lawrence.....	Southern district of New York.	July term, 1885.....	Conspiring to counterfeit notes of a foreign bank.—18 months' in in jail.	June 17	Because of his feeble health and dependent family.
Charles B. Cox.....	District of New Mexico..	Mar. term, 1886.....	Perjury.—3 months' imprisonment and $500 fine.	June 17	Because of his ignorance and poverty, and doubts as to any criminal intent on his part.
Lester Forbes.....	District of Columbia.....	Dec. term, 1885.....	Larceny.—1 year's imprisonment.	June 17	Recommended by the judge, jury, and district attorney.

EXHIBIT S.

TUCSON, ARIZ., *October* 22, 1886.

DEAR SIR: I desire to call your attention to an important matter, which seems to me to need careful consideration. I refer to the method of summoning grand and trial juries in the Territorial district courts in cases where the United States is a party.

It is very difficult at best to enforce the Federal criminal statutes in this Territory. The sympathies and interests of the people are largely against prosecutions, and it is a difficult matter to get juries who will enforce the law.

The question has been raised in this district as to how juries should be summoned. By the authority of Clinton *v.* Englebrecht, 13 Wall., 434, Hornbuckle *v.* Toombs, 18 Wall., 648, and other cases, it is insisted that juries must be summoned under and by virtue of the provisions of the Territorial laws. There is no law in this Territory, whatever may be in the others, for summoning a jury from the whole district, and as the Territorial courts sit for each county, so far as Territorial business is concerned, if the Territorial law be followed, grand and trial juries in United States cases must come from the county in which the court sits. If the Territorial law be followed defendants insist that the jury should come from the whole district over which the court has jurisdiction; if the juries be summoned from the whole district it is insisted that it is error, because the Territorial law has not been followed.

The question ought not to be one the least doubtful, especially so when it might be remedied by a very short and unobjectionable law. The court in the Hornbuckle case, 18 Wall., 656, almost suggests that additional legislation would be desirable. When it is remembered that in this county there are less than 2,000 voters registered, and when you strike out those who do not speak English, you have less than 1,500 left; and then strike out those who are not qualified by other disabilities, you will see that the source from which juries may be drawn is very small; and that it is almost out of the question to enforce the law under such circumstances. A law which provides that section 802 of the Revised Statutes, or, in fact, title "Juries" of the judiciary act, shall apply to the district courts of the Territories when sitting as Federal courts, would remedy the evil and would aid greatly in the enforcement of the law.

I call your attention to this subject that you may make such recommendations to Congress as you may deem desirable. If you concur with me in this regard, I will frame a statute such as I think will meet the case.

I am, very respectfully, yours,

WM. H. BARNES.

Hon. A. H. GARLAND,
Attorney-General of the United States.

EXHIBIT T.

DEPARTMENT OF JUSTICE,
Washington, October 5, 1886.

SIR: I have the honor to state that, in obedience to your instructions to him, dated July 31, 1886, Leigh Chalmers, esq., examiner in the Department of Justice, reported to me for duty in the investigation of the

sureties on the bond of D. B. Bonfoy, late collector of the 4th district of Texas, to have the proceedings now pending against them at Jefferson division of the United States court for the eastern district of Texas dismissed; said cause being chancery No. 12, The United States *v.* William T. Scott, William Umbdenstock *et al.* The object of this suit being to set aside a compromise heretofore made with the Government and to enforce the former judgment.

After a full and careful investigation of the whole matter, we respectfully submit the following report:

[The United States *v.* William T. Scott *et al.*—Chancery No. 12, pending in circuit court at Jefferson, Tex., fifth circuit.]

STATEMENT.

Davis B. Bonfoy was appointed collector of internal revenue of the 4th district of Texas, July 27, 1866, and entered regularly upon the discharge of the duties of his office January 1, 1867, with William T. Scott, Reuben Knight, W. C. Bristow, W. E. Miller, B. H. Martin, and William Umbdenstock as sureties, with his office and residence at Marshall, Tex.

He was a citizen of good standing, temperate, intelligent, energetic, and diligent in the discharge of his official duties. (See Ex. B, R, T, N.) He kept and used three several safes, in which he deposited Government money collected by himself and deputy—one small safe, which he kept in his office, in which he deposited daily collections; one large safe in Jones's store, in the lower part of the same building; and yet another large safe at his residence.

It was his custom to handle all Government moneys, pertaining to his office, in person. On the receipt of money from his deputies he would count it, put a wrapper around the money received from each deputy collector separately, write the name of the deputy and the amounts on the wrapper, date of receiving the same, making at the same time the same note on the accompanying "Monthly Report" of the deputy paying it in. The monthly report was handed to the book-keeper to enter up, and the money thus wrapped and marked placed in the small safe kept in his office, and at the close of each day's business he would take the money from the small safe and carry it down stairs and deposit it in the large safe kept in Jones's store, where he would let it remain until the book-keeper examined the monthly report and enter the amount on his books. The wrappers were then taken from the money and thrown away and the money carried to his residence and deposited in the large safe with the general fund. (See Ex. B, C, D, H, L, N, U, W.) On the 7th of August, 1867, Bonfoy had a difficulty with Fowler, one of his deputies at Jefferson, Tex., about twenty miles distant from Marshall, in which he killed Fowler; for which he was arrested and lodged in jail at Jefferson. (See Ex. B, C, D, H, L.) At this time the State of Texas was under military rule, and the civil arm of the State government paralyzed and powerless to protect its citizens.

The sureties on Bonfoy's bond, upon the casting of their principal into prison, notified the Commissioner of Internal Revenue of the facts, and applied to him for an agent to take charge of the business and the money collected by Bonfoy and remaining in said safe, which the Commissioner failed to do. (See Ex. B, R, T.)

Mrs. Bonfoy, wife of the collector, becoming alarmed at the state of affairs, called upon Lieut. William Hawley, Twentieth United States Infantry, commanding the post at Marshall, for a guard to protect her person and the Government funds in the safe at the residence, which request was complied with, and the very guard sent to protect her cruelly murdered her; and a few days afterwards Bonfoy died. (See Ex. B, N, O.) Upon the imprisonment of Bonfoy, Lieut. Wm. Hawley informed Lieutenant Blatchford, Twentieth United States Infantry, commanding the post at Shreveport, of the fact of Bonfoy's imprisonment, and that there were large sums of Government funds left by Bonfoy and no one to take charge of them. Whereupon Lieutenant Blatchford ordered Lieutenant Hawley to take charge of the same. Obeying said order Lieutenant Hawley, on the 13th or 14th of August, took forcible possession, by soldiers armed with muskets and bayonets, of the office, money, books, and papers belonging to Collector Bonfoy, carrying some to his camp and some to the court-house in Marshall, against the protest of S. D. Wood, senior deputy and legal custodian of the same in such case so made and provided (R. S., Sec.), and against the earnest protest of the sureties. (See Ex. Nos. 1, B, C, D, L, M, N, R, T.) This seizure was not only approved of by the Secretary of the Treasury, but the officers commended by him for the act. (See his letter in Ex. No. 1.)

Hawley retained possession of the books, papers, &c., for several days, when he returned the small safe and some of the books and papers (in great confusion) to the said S. D. Wood, whom he placed in possession of the office with instructions to turn over to him (Hawley) all moneys subsequently collected. (See Ex. b and B in red ink.) There was at the time of the seizure of the safes by Hawley the following sums of money contained in them: In the safe at Bonfoy's residence, $47,337.25, Government funds; $13,000, Mrs. Bonfoy's private funds, and a small package, marked I. O. O. F. In the safe at Jones's store, $65,000; amount in a small safe not known, but several days' collections. (See Ex. No. 1, B, C, D.)

The safe at Jones's store, with contents, has never been accounted for by the officer seizing it.

Hawley received from Deputy S. D. Wood, of money subsequently collected, $27,000, making a total, with the money taken with the safe, of $139,337.25. This money Hawley held possession of for several months, when he turned a part of it over to Capt. T. M. K. Smith, Twenty-sixth United States Infantry, who had custody of the same until the twenty-first day of April, 1868, a period of eight months from the time of the seizure of Hawley, when he (Smith) turned over to the United States Treasury at New Orleans $68,982.59 of it, leaving a balance of $70,354.66, Government money, and $13,000 belonging to Mrs. Bonfoy, unaccounted for. (See Ex. No. 1, B, B, red ink, and C.)

The officers, Smith and Hawley, were very dissipated men and much addicted to gambling, and used the money from the safe to gamble with and loaned it to individuals for private speculations, receiving interest for said loan. (See Ex. F, H, I, J, K, L, N, V.) At the April term, 1872, of the United States circuit court at Tyler, for the western district of Texas, four years after the death of Bonfoy, suit was instituted against the sureties on Bonfoy's bond. (Ex. S.) On the 11th day of December, 1873, judgment was recovered against William T. Scott, William Umbdenstock *et al.*, as sureties on Bonfoy's bond for $50,000. Notwithstanding this judgment, the defendants claimed at the time, and

sought to prove, and subsequent facts develop, that Bonfoy's account with the Government actually stood as follows:

Davis B. Bonfoy, late collector, fourth district of Texas, in account with United States

DR.

To balance as per report of Fifth Auditor, No. 6441	$130,022 68

CR.

Taxes on bonding goods erroneously charged	$5,339 19
Taxes collected by S. D. Wood not previously credited	2,909 48
Taxes collected by H. C. Hunt in April, 1874	757 27
Taxes abated on lists Nos. 7255, 7256, 7455, 731	47,193 67
Cash deposited C. D. No. 464	10,888 37
Commissions due Bonfoy	13,761 82
Cash seized by Lieut. William Hawley	139,337 25
	220,187 05
Deduct amount deposited by Capt. T. M. K. Smith in United States Treasury at New Orleans	68,982 59
	151,204 46
Deduct amount claimed by Government, as per report Fifth Auditor, No. 6441	130,022 68
Leaves	21,181 78

which was due Bonfoy by the Government at the time the judgment was rendered against his sureties for $50,000. (See Ex. A, and A, B, C, D.) This result was so foreign to what we anticipated, and so incompatible with the fact that a judgment had been obtained for so large an amount against the sureties, although it had been arrived at from facts obtained by us and the data furnished by the Solicitor of the Treasury, that we were unwilling to base a report upon it alone. For this reason, at the request of Mr. Chalmers, Hon. G. A. Jenks, Acting Attorney-General, addressed a note to the Commissioner of Internal Revenue asking information on the subject, which was answered by a communication from H. C. Rodgers, Acting Commissioner, dated September 20, 1886, which is herewith submitted, marked Ex. No. 2, and made a part of this report.

It will be seen from this communication that the Government was indebted to the estate of Bonfoy at the date of the judgment in the sum of $5,999.43. This reduction of the amount found by us to be due was made by credits to the Government which we knew not of at the time we made up the account, nor are they contained in the data furnished by the Solicitor. This statement of the account, coming as it does through official sources and from official records, we, of course, adopt as more accurate than the result arrived at by us. In the trial of the suit at Tyler it appears that the defendants were forced to trial unprepared. (Ex. L, P, R, and S, pp. 69 to 78.) Execution was issued on the judgment and levied upon fifty-seven sections of land in Texas, formerly owned by William T. Scott, but sold and conveyed by him to a purchaser, not a party to the judgment, before the date of the judgment.

An equity suit was instituted on behalf of the United States at Austin, in the western district of Texas, for the discovery of fraud in Scott's conveyance, and dismissed on defendant's answer. (See Wood, 334.) Notwithstanding this proceeding, the land was offered for sale by the United States marshal and bought in by the Government, but no credit for the value of the same appears to have been entered on the judg-

ment or claim against the defendants. In 1879 the records of the court at Tyler, including said judgment, returned executions, and all the file papers, were burned.

In 1881 the defendants, William T. Scott and William Umbdenstock, offered in compromise of said judgment $5,500, which, upon the recommendation of Edward Guthridge, esq., then United States attorney for the eastern district of Texas, was accepted by the Government. In 1884 a suit was instituted in the United States court at Jefferson, in the eastern district of Texas, to set aside said compromise on the ground that it was procured by fraud and bribery. (See copy of plaintiff's amended bill herewith submitted, and made a part of this report, marked Ex. Z.) The substance of this petition is, that the United States attorney, Edward Guthridge, was bribed by Scott and Umbdenstock to recommend said compromise, and that the statements made by him as to the solvency of the defendants were false. For a more comprehensive view of all the facts in this case, reference is respectfully made to the exhibits submitted and made a part of this report and marked No. 1, and from A to Z inclusive. The evidence is conclusive that at the time of Bonfoy's death the sureties used diligence in telegraphing the facts to the Commissioner of Internal Revenue at Washington, and asking him to send an agent to take charge of the office and effects, which was not done, but the office books, papers, and money were forcibly taken in charge by Lieut. William Hawley, Twentieth United States Infantry, then commanding the post at Marshall (the State being under military rule), against the protest of the legal custodian, Deputy S. D. Wood, and the sureties. That Hawley refused to have the money, except that in the safe at the residence, counted, or to render the sureties any statement or account of the same, although frequently requested by them so to do.

The evidence abundantly shows that Hawley was a dissipated man, and used the "Bonfoy money" freely for gambling and other purposes; that his successor, Smith, was also a dissipated man, and loaned said money to individuals for speculation. That on the trial of the case against the sureties they were deprived of their defense by having, through mistake, presented their accounts and facts in favor of Bonfoy to the wrong officer at Washington for his action thereon, which was not known to the defendants until they had announced ready for trial. (See Ex. L, P, R, S, pp. 69 to 78.) For eight years after said judgment nothing had been realized thereon (barring the question to the title to the above-named land), although sundry executions had been issued. That at the time of the compromise the defendants were insolvent, and that said compromise was to the interest of the Government.

While we do not exonerate the late United States attorney, Edward Guthridge, from the grave charge of bribery, we can find no evidence showing that William T. Scott had any connection with, or knowledge of, the bribery.

We find no property belonging to the defendants, or either of them, subject to execution out of which said judgment or any part thereof can be made.

The defendants have answered the bill under oath denying the allegation of fraud and bribery, and we can find no evidence of the former and but meager of the latter, except the affidavits of Guthridge and Umbdenstock, which in their answer they attempt to explain away. (See Ex. Z and X.)

If the above facts are to be relied on—and they are taken from the official record and sworn statements of some of the best citizens in the

community—the sureties on Bonfoy's bond have suffered great injustice and wrong at the hands of the Government.

In view of all the facts, after carefully considering the evidence, we respectfully recommend: (1) That the suit pending at Tyler to substitute the original judgment, and the suit pending at Jefferson to set aside the compromise recommended by the late United States attorney, Edward Guthridge, and accepted by the Government, be dismissed. (2) It would seem that justice demands that the $5,500 paid in compromise should be refunded to the sureties on Bonfoy's bond, and that the Government should, by some proper action, release the lands levied on by reason of the aforesaid execution.

We have the honor to be, very respectfully,

J. E. McCOMB,
United States Attorney, Eastern District of Texas.
LEIGH CHALMERS,
Examiner, Department of Justice.

The ATTORNEY-GENERAL.

EXHIBIT U.

DEPARTMENT OF JUSTICE,
Washington, ———, —.

SIR: I desire again to call your attention to the salaries paid the six assistant attorneys of this Department, which are as follows:

Two assistant attorneys, each	$3,000
Three assistant attorneys, each	2,500
One assistant attorney	2,000

A brief reference to the duties and responsibilities of the positions at this time will, I think, convince you that the salaries paid are inadequate compensation for the services required.

In the first place they are, in connection with myself, charged with the whole responsibility of defending the Government in suits pending in the Court of Claims. There are now pending in that court about 4,500 cases, involving in the aggregate about $75,000,000 and also involving every conceivable legal question. The number is so great that no one man can by possibility become familiar with them all, and I therefore assign each case to which I do not give my personal attention to one of the assistant attorneys.

In the management of a case thus assigned the assistant attorney is necessarily intrusted with even a larger discretion than is usually allowed an attorney conducting the suit of a private individual. He has no client to furnish him with a theory of the case and the facts to maintain such theory, but must form his own conclusion as to the right of the case, and then must himself find and secure the evidence to maintain it. The cases originated in every part of this broad land, and a majority of them grow out of transactions so long past that it is extremely difficult to find any evidence to maintain the defense. On the other hand claimants and their attorneys have generally been preparing the evidence in their cases for long years, and are stimulated in the prosecution of the claim by the hope of a large pecuniary return for time and labor expended.

The best lawyers obtainable are prosecuting these claims against the Government, and in each of the many classes of cases to be defended the attorneys of the Government have to meet specialists who have de-

voted years with familiarizing themselves with the facts and the law pertaining thereto.

When inattention or incompetency on the part of a Government attorney in one case would cost the Government much more than the total reasonable annual compensation of the whole force, it would seem poor economy to provide so small a salary for assistant attorneys as to render their places undesirable by first-class lawyers.

In addition to the defense of suits in the Court of Claims, the assistant attorneys have been required by you to represent the Government in the prosecution of cases of special interest in the Federal courts of the States and Territories, the District of Columbia, and in the Supreme Court of the United States. You have also used them in the preparation and dispatch of the legal questions that have been presented for your solution.

All in all, it is certain that no lawyers in the United States are charged with the conduct of more important legal business than are the assistant attorneys of this Department. Their duties are never done; but from one year's end to the other their whole time is demanded for and given to the service of the Government.

What might have been a fair compensation in years past, when the business in this Department was less and the whole time of the assistant attorneys was not demanded for the performance of any official duty, I am not prepared to say; but at this time, when the business of the Court of Claims has been so largely increased by the Bowman act and the French Spoliation act, and when the range of service of the assistant attorneys has been so much enlarged by your policy of requiring assistant attorneys to conduct cases heretofore in charge of special attorneys, I am sure that their compensation should be at least $4,000 a year each. Required to live in the city of Washington, and serving the Government in this most important and responsible position, they are not to-day able to comfortably maintain themselves and their families with the compensation allowed.

The result of the policy pursued in fixing compensation of assistant attorneys is to make the positions undesirable by the best lawyers for permanent occupation. When good lawyers accept the positions it is for the purpose of familiarizing themselves with the practice in the courts and Departments of the capital city. With that familiarity acquired, their services will command from claimants a fair compensation.

I think it poor policy that these positions should be held as mere training schools when it is of vast importance to the Government that they should be filled by the ablest lawyers in the land.

The record of the Court of Claims at its last session shows that 427 cases were disposed of, involving $17,724,828.46.

Is it not wise to make a fair appropriation for obtaining first-class legal talent to represent the Government in the settlement of such large interests?

I hand you herewith a letter which Chief-Justice Richardson of the Court of Claims addressed to Senator E. C. Walthall, of Mississippi, with reference to the subject-matter of this communication.

I earnesily recommend to the Attorney-General, for his recommendation, that the salaries of these officers be placed at, at least, $4,000 a year.

Respectfully,

ROBERT A. HOWARD,
Assistant Attorney-General.

The ATTORNEY-GENERAL.

COURT OF CLAIMS CHAMBER,
Washington, June 18, 1886.

MY DEAR SIR: I have received your letter of yesterday's date, asking information as to the assistants to the Attorney-General, employed to defend the interests of the United States in this court, with a view to the increase of salaries.

I am happy to say that all the assistants perform their duties with signal ability, earnestness and fidelity, and in my opinion merit liberal salaries. Immense interests are intrusted to their hands, not only in the ordinary duties of trying cases of great magnitude in court, but in hunting up evidence all over the country, and in which they do not have the ordinary assistance of clients. There is plenty of business to keep them employed all the time, and so far as I can judge they are so employed.

The business of the present session of the court has involved many million dollars, and has required the very best professional skill.

Each of several cases have been of such magnitude that, had they been between private parties, the counsel employed would no doubt have commanded more than the combined salaries of all the assistants. The responsibility is of the gravest professional kind.

Very respectfully,

WILLIAM A. RICHARDSON,
Chief Justice, &c.

Hon. E. C. WALTHALL.

EXHIBIT V.

DEPARTMENT OF STATE,
Washington, October 20, 1886.

SIR: In the organization of the Department of Justice, an officer is deputed to the other Departments as the legal representative and counsellor-at-law to assist in their administration.

The assistant of the Attorney-General thus assigned for duty in the Department of State is styled the "Examiner of Claims," but this title does not disclose the extensive and important nature of his duties, and the functions he is called upon to perform.

The cases submitted to this officer for his examination and report include claims of our citizens upon foreign Governments, and likewise claims presented through foreign ministers against the Government of the United States.

Properly to investigate, and still more to decide upon, such cases, involves a wide and thorough knowledge of diplomatic history, international law, and precedent.

Such tasks cannot be safely and properly committed to a mere examiner, but call for the judgment of a learned and independent jurist.

Happily for the public interest, a gentleman is now employed in this Department as its Solicitor, or Examiner of Claims, as he is variously styled, who possesses in a high degree the qualifications—educational, intellectual, and moral—needful for the proper discharge of the duties he is called upon almost daily to perform.

Dr. Francis Wharton was presented by you upon my recommendation, and appointed by the President in April, 1885, and I cannot too highly speak of his services since he entered the office.

The amount of salary appropriated for this office, under existing law, is $3,500, and I respectfully submit that it should be raised to $5,000 per annum, the same as the Assistant Attorney-General.

This is not only an act of justice to the individual, but of obvious official propriety.

Very respectfully, yours,

T. F. BAYARD.

Hon. A. H. GARLAND,
Attorney-General.

INDEX.

A.

Page.

A, exhibit 22
Arizona, United States attorney for 11
Attorneys, assistant 11
Attorneys, assistant, compensation of, in Department of Justice 19
Attorneys, regular assistant, list of 188
Attorneys, special assistant. list of 189
Attorneys of United States for New Mexico and Arizona 11

B.

B 1, exhibit 24
B 2, exhibit 26
Bill, fee, re vision of 11
Building, department 18
Bonfoy, sureties on bond of 17

C.

C, exhibit 28
Calendar year 11
Chief supervisors of election 11
Civil officers, protection to 11
Claims against District of Columbia 7
Claims against United States 6
Claims, Court of, business of 6
Claims, French spoliation 6
Clerk of courts 11
Columbia, District of, claims against 7
Columbia, District of, jail in 11
Columbia, District of, juries in 11
Columbia, District of, laws for 11
Columbia, District of, Reform School 11
Columbia, District of, special juries in 11
Compensation of assistant attorneys, Department of Justice 19
Compensation of examiner of claims, Department of State 19
Convicts, insane 11
Courts, funds paid into 11
Court of Claims, business of 6
Court rooms, Jackson, Miss 19
Courts, clerks of 11
Court, Supreme, business of 5
Courts, United States, records of 17
Court, United States Supreme, reports 19
Court, United States, witnesses for defendant in 11
Criminal procedure 11

D.

D, exhibit 34
Department building and grounds 18
Department of Justice, compensation of assistant attorneys in 19
Department of Justice library 18
Department of State, compensation of examiner of claims 19
Deputy marshals, pay of 11
District of Columbia, claims against 7
District of Columbia, jail in 11

Page
District of Columbia, juries in 11
District of Columbia, laws for 11
District of Columbia, Reform School 11
District of Columbia, special juries in 11

E.

Elections, chief supervisor of 11
Examiner of claims, Department of State 19
Exhibits, list of 7
Exhibit A 22
Exhibit B 1 24
Exhibit B 2 26
Exhibit C 1 28
Exhibit D 34
Exhibit E 37
Exhibit F 38
Exhibit G 1 46
Exhibit G 2 47
Exhibit G 3 49
Exhibit G 4 51
Exhibit G 5 93
Exhibit G 6 127
Exhibit G 7 131
Exhibit G 8 136
Exhibit G 9 139
Exhibit H 187
Exhibit I 188
Exhibit K 191
Exhibit L 215
Exhibit M 1 219
Exhibit M 2 224
Exhibit N 225
Exhibit O 235
Exhibit P 250
Exhibit Q 255
Exhibit R 255
Exhibit S 262
Exhibit T 262
Exhibit U 267
Exhibit V 269

F.

F, exhibit 38
Fee bill, revision of 11
Fees of marshals, Montana, Idaho, and Wyoming 11
Fiscal year 11
French spoliation claims 6
Funds paid into court 11

G.

G 1, exhibit 46
G 2, exhibit 47
G 3, exhibit 49
G 4, exhibit 51
G 5, exhibit 93
G 6, exhibit 127
G 7, exhibit 131
G 8, exhibit 136
G 9, exhibit 139
Government penitentiary and reformatory 12

H.

H, exhibit 187

I.

I, exhibit 188
Idaho, fees of marshal in 11
Insane convicts 11

J.

Page.
Jackson, Miss., court rooms 19
Jail, District of Columbia, report of warden 250
Jail, District of Columbia 11
Jails 13
Jails, United States 15
Jails, United States prisoners confined in 225
Judicial system of United States, changes in 18
Juries, grand and trial, in Territories 16
Juries in District of Columbia 11
Juries, special, in District of Columbia 11
Jurors, fees of, in Territories 11
Justice, Department of, compensation of assistant attorneys in 19

K.

K exhibit 191

L.

L, exhibit 215
Laws, code of, for District of Columbia 11
Library, Department of Justice 18
Librarian, report of 215

M.

M 1, exhibit 219
M 2, exhibit 224
Marshals, deputy, pay of 11
Marshals, fees of, in Montana, Idaho, and Wyoming 11
Marshals, outgoing 11
Montana, fees of marshal in 11

N.

N, exhibit 225
New Mexico, United States attorney for 11

O.

O, exhibit 235
Officers, civil, protection to 11
Outgoing marshals 11

P.

P, exhibit 250
Pardons, report of clerk of 255
Pay of deputy marshals 11
Penitentiary and reformatory government 12
Penitentiaries, United States 15
Penitentiaries, United States prisoners confined in 219
Perjury 11
Prisoners, United States 11
Prisoners, United States, institutions designated for confinement 224
Prisoners, United States, jails confined in 225
Prisoners, United States, penitentiaries confined in 219
Procedure, criminal 11
Protection to civil officers 11
Protection to witnesses 11

Q.

Q, exhibit 255

R.

R, exhibit 255
Railroads in Washington City 18
Railway, Union Pacific 19
Records of United States courts 17

Page.
Reform School, District of Columbia, report of trustees 235
Reform School, District of Columbia 11
Report of librarian, Department of Justice 215
Report of pardon clerk 255
Report of Solicitor of the Treasury 191
Reports of Supreme Court of United States 19
Report trustees of Reform School, District of Columbia 235
Report of warden of jail, District of Columbia 250
Revision of fee bill 11

S.

S, exhibit 262
Solicitor of the Treasury, report of 191
Spoliation claims, French 6
Supervisors of election 11
Supreme Court, business of 5
Supreme Court, building recommended for 18
Supreme Court reports 19
Sureties on bond of Bonfoy 17

T.

T, exhibit 262
Territories, fees of witnesses and jurors in 11
Territories, grand and trial juries in 16

U.

U, exhibit 267
Union Pacific Railway litigation 19
United States attorneys, New Mexico and Arizona 11
United States, changes in judicial system of 18
United States, claims against 6
United States jails 15
United States penitentiaries 15
United States prisoners 11
United States Supreme Court reports 19
Utica, N. Y., city hall building 19

V.

V, exhibit 269

W.

Washington, railroads in 18
Witnesses, fees of, in Territories 11
Witnesses for defendant, United States courts 11
Witnesses, protection to 11
Wyoming, fees of marshal in 11

Y.

Year, substitution of fiscal for calendar 11

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 9.

RESOURCES AND DISBURSEMENTS OF PUBLIC PRINTER.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A letter from the Public Printer; also a statement of resources and disbursements of his office for the first allotment period of the current fiscal year.

DECEMBER 7, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
December 6, 1886.

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of a communication from the Public Printer of the 30th ultimo, and statement of the resources and disbursements of his office for the first allotment period of the present fiscal year.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

GOVERNMENT PRINTING OFFICE,
Washington, D. C., November 30, 1886.

SIR: In view of the financial embarrassments surrounding this office, I have the honor to transmit to you, for the information of the Appropriation Committees of Congress, a statement of the resources and disbursements of the office for the first allotment period of the present fiscal year.

The statement shows resources from appropriations and the sales of waste paper of $1,090,430.95, against which payments and obligations are chargeable of $986,633.77, leaving a balance of $103,797.18 available for the month of December, which sum is at least $85,000 less than the sum necessary to meet the requirements of the office.

I respectfully ask that you convey this statement to Congress at the earliest possible day, that action may be taken to prevent the suspension of work, which is threatened by the middle of December.

Respectfully, yours,

T. E. BENEDICT,
Public Printer.

The SECRETARY OF THE TREASURY.

Statement showing the condition of the first allotment of the appropriation for the public printing and binding for the fiscal year ending June 30, 1887, on the 30th day of November, 1886.

CR.

July, August, and September:		
Fifty (50) per cent. allotment of $2,000,000 appropriation	$1,000,000 00	
Resources of $95,000 appropriation for leaves of absence	30,000 00	
Resources from sales of waste paper, &c., to September 13, 1886	7,951 58	
		$1,037,951 58

DR.

Amount drawn by Public Printer from Treasury to September 13 for labor, paper, material, &c.	340,473 39	
Liabilities for paper, material, &c., September 13, 1886	171,407 06	
Pay-roll for September as paid in October	137,018 91	
		648,899 36
Balance available October 1, 1886		389,052 22
Add amount deposited to close S. P. Rounds's account as Public Printer		5,894 05
Total available October 1, 1886		394,946 27

CR.

October, November, and December:		
Balance of allotment available October 1, 1886	$394,946 27	
Resources of $95,000 appropriation for leaves of absence	30,000 00	
Resources from sales of waste paper, &c., September 14 to November 18, 1886	22,479 37	
		$447,425 64

DR.

Material purchased September 14 to 30, 1886	14,247 12	
Material purchased October 1 to 31, 1886	36,164 66	
Material purchased November 1 to 30, 1886	60,154 60	
Pay-roll for October, as paid	113,061 99	
Pay-roll for November (estimated)	120,000 00	
		343,628 46
Total available for December		103,797 18

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 10.

REFUNDS OF CUSTOMS DUTIES FOR THE YEAR ENDING JUNE 30, 1886.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A detailed statement of refunds of customs duties for the fiscal year ended June 30, 1886.

DECEMBER 7, 1886.—Referred to the Committee on Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *December* 6, 1886.

SIR: I have the honor to transmit herewith, for the information of Congress, a detailed statement of refunds of customs duties for the fiscal year ended June 30, 1886, as required by section 4, act of March 3, 1875 (18 Stat., 469).

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Statement of customs refunds made by the Treasury Department during the fiscal

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
July 1	S. Riess & Co	Excess of duty on herrings (New York)	$70 88
1	Rosenstein Bros	do	2,675 79
1	L. Rosenstein & Co	do	1,080 25
1	Tode Bros	do	203 40
1	Wolff & Riessing	do	270 25
1	C. C. Abell & Co	do	176 57
1	Hansen & Dieckmann	do	617 25
1	P. F. T. Hansen	do	168 61
1	Hartwig, Schrader & Co	do	1,296 62
1	Hagemeyer & Brunn	do	27 25
1	Hansel, Bruckman & Lorbacher.	do	20 84
1	Levy & Levis	do	103 63
2	H. Enneking, Hartkemeyer & Co.	Excess of duty on coat linings (Cincinnati)	528 51
2	The John Shillito Company.	Excess of duty on mosaic carpets (Cincinnati)	28 90
3	Wetmore, Cryder & Co	Excess of duty through wrong valuation of the Chinese tael (New York).	1,417 85
3	Page, Newell & Co	Excess of duty on Swedish iron (Boston)	813 80
3	do	do	5,131 40
3	do	do	9,445 71
3	do	do	5,986 97
3	Sun Quong Chong & Co	Excess of duty on spirits (San Francisco)	218 50
3	Quong Din Kee & Co	do	218 50
3	Sun Tuen Choy & Co	do	146 00
3	Kwong Tai Chong & Co	do	146 00
3	Wing Chong Wo & Co	do	466 50
3	Kwong Lee Kee & Co	do	72 50
3	Wing Wo Sang & Co	do	218 50
3	Lun Sing & Co	do	67 00
3	Wo Gee Chong & Co	do	146 00
3	Tu Wo & Co	do	146 00
3	Quong Fook On & Co	do	146 00
3	Wo On Tong & Co	do	146 00
3	Hip Wo & Co	do	146 00
3	Tee Hing & Co	do	146 00
3	Kwong Tong Wo & Co	do	204 75
6	James A. Douglas	Excess of duty on cow and pig, for breeding purposes (Port Huron, Mich.).	11 60
6	Frank Granger	Excess of duty on one saddle, household effects (Port Huron, Mich.).	5 25
6	R. B. Robbins	Excess of duty on three mares, for breeding purposes (Burlington, Vt.).	127 80
6	Codman & Hall	Excess of duty on olive oil and soap (Boston)	44 90
6	Julia Morgan	Excess of duty on carriage, household effects (New York).	299 86
6	Thomas H. Farr	Excess of duty on worsted and cotton dress goods (Philadelphia).	116 13
6	Hansen & Dieckman	Excess of duty on herrings (New York)	241 95
6	Wolff & Riessing	do	181 99
6	Carleton & Moffat	Excess of duty on jute (New York)	67 20
6	Calhoun, Robbins & Co	Excess of duty on metal braid (New York)	13 60
6	Henry Dreyfus	Excess of duty on toilet preparations (New York)	194 25
6	Davies, Turner & Co	Excess of duty on shells (New York)	8 75
6	R. F. Downing & Co	Excess of duty on tin-plates (New York)	54 00
6	Fuchs & Lang	Excess of duty on flitters, bronze powders (New York).	249 90
6	C. F. Hogeman	Excess of duty on church regalia (New York)	50 40
6	E. Hatton & Co	Excess of duty on wood pulp (New York)	17 10
6	Levi Bros	Excess of duty on india-rubber articles (New York).	6 80
6	Luyties Bros	Excess of duty on mineral water (New York)	84 00
6	P. Morgenstern	Excess of duty on manufactures of paper (New York).	2 10
6	Ernest Mollwitz	Excess of duty on pepsin (New York)	40 00
6	J. H. McKenny & Co	Excess of duty on metal cord (New York)	49 20
6	A. J. Pulsford	Excess of duty on gold pens (New York)	47 94
6	Sussfeld, Lorsch & Co	Excess of duty on parts of clocks (New York)	32 20
6	G. E. Stechert	Excess of duty on periodicals (New York)	28 00
6	Stern Bros	Excess of duty on manufactures of jute, cotton, and metal (New York).	6 40
6	Sgobel & Day	Excess of duty on boxes containing green fruit (New York).	97 40
6	Thurber, Whyland & Co	Excess of duty on tin cans containing olive oil (New York).	19 00
6	John W. Mason	Excess of duty on wire rope, section 2510, act March 3, 1883 (New York).	50 46
6	L. J. Simons	Excess of duty on edible beans (Suspension Bridge, N. Y.).	155 00

year ending June 30, 1886. (*Report required by section* 4, *act March* 3, 1875.)

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
$30 96	$101 84	Exhibit 66, Ex. Doc. 16, H. R., 1885	Sec. 3012½, R. S.
466 38	3, 142 17	....do	Do.
210 12	1, 290 37	....do	Do.
71 68	275 08	....do	Do.
70 65	340 90	....do	Do.
76 78	253 35	....do	Do.
123 44	740 69	....do	Do.
65 61	234 22	....do	Do.
250 29	1, 546 91	....do	Do.
24 15	51 40	....do	Do.
13 32	34 16	....do	Do.
35 81	139 44	....do	Do.
.....	528 51	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	28 90	Error in classification	Do.
502 36	1, 920 21	Erroneous valuation currency	Do.
298 90	1, 112 70	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
801 17	5, 932 57	....do	Do.
1, 739 66	11, 185 37	....do	Do.
1, 061 85	7, 048 82	....do	Do.
35 22	253 72	Error in classification	Do.
35 33	253 83	....do	Do.
29 45	175 45	....do	Do.
29 45	175 45	....do	Do.
51 47	517 97	....do	Do.
23 50	96 00	....do	Do.
35 00	253 50	....do	Do.
23 15	90 15	....do	Do.
29 43	175 43	....do	Do.
29 40	175 40	....do	Do.
29 35	175 35	....do	Do.
29 18	175 18	....do	Do.
29 35	175 35	....do	Do.
29 40	175 40	....do	Do.
33 87	238 62	....do	Do.
.....	11 60	Free	Do.
.....	5 25	....do	Do.
.....	127 80	....do	Do.
.....	44 90	Non-dutiable charges	Do.
159 82	459 68	Free	Do.
18 06	134 19	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
49 23	291 18	Exhibit 66, Ex. Doc. 16, H. R., 1885	Do.
39 26	221 25	....do	Do.
.....	67 20	Error in valuation	Do.
.....	13 60	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	194 25	Exhibit 30, Ex. Doc. 16, H. R., 1885	Do.
.....	8 75	Error in classification	Do.
.....	54 00	Exhibit 1	Do.
.....	249 90	Exhibit 6, Ex. Doc. 16, H. R., 1885	Do.
.....	50 40	Free	Do.
.....	17 10	Error in weight	Do.
.....	6 80	Error in classification	Do.
.....	84 00	Exhibit 2	Do.
.....	2 10	Error in classification	Do.
.....	40 00	Exhibit 3	Do.
.....	49 20	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	47 94	Exhibit 4	Do.
.....	32 20	Error in classification	Do.
.....	28 00	Free; for colleges	Do.
.....	6 40	Error in classification	Do.
.....	97 40	Non-dutiable charges	Do.
.....	19 00	....do	Do.
.....	50 46	Free; materials for ship	Do.
.....	155 00	Exhibit 5	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
July 6	L. D. Ross	Excess of duty on two lace shawls (Detroit)	$15 00
6	Jere Abbott & Co	Excess of duty on Swedish iron (Boston)	1,478 55
6	do	do	8,320 01
6	Edgar V. Kennedy	Excess of duty on two mares, for breeding purposes (Rochester N. Y.).	65 00
6	F. W. Spicer	Excess of duty on repairs of vessel, schooner Pinafore (Cape Vincent, N. Y.).	35 56
6	Benkard & Hutton	Excess of fees (New York)	7 40
6	L. A. Freund & Co	do	325 80
7	Alburger, Stoer & Co	Excess of duty on cotton and worsted linings (Philadelphia).	72 65
10	N. Bloom	Excess of duty on framed mirrors (New York)	132 92
10	Detweller & Street	Excess of duty on fire-crackers (New York)	1,252 35
10	Lin Fong & Co	do	49 97
10	Mills & Gibb	Excess of duty on thread lace (New York)	8 10
10	Lionel Moses	Excess of duty on fire-crackers (New York)	1,505 67
10	W. F. Milton & Co	do	1,194 80
10	Russell & Co	do	73 48
10	W. H. Stellmann & Co	Excess of duty on beans (New York)	691 50
10	C. L. Tiffany	Excess of duty on framed mirrors (New York)	17 28
10	Veit & Nelson	Excess of duty on hat trimmings (New York)	189 30
10	De Wolf & Hammond	Excess of tonnage dues on British steam-yacht Ceylon (New Orleans).	38 94
10	A. K. Miller & Co	Excess of tonnage dues on British bark Sei Amici (New Orleans).	40 02
10	M. J. Sanders	Excess of tonnage dues on British steamship Yucatan (New Orleans).	55 26
10	H. Enneking, Hartkemeyer & Co.	Excess of duty coat linings (Cincinnati)	198 80
10	J. H. Lesher & Co	Excess of duty on Italian cloths, &c. (Chicago)	461 30
10	New Bedford Cordage Co	Duty on manila hemp, sec. 2510, act March 3, 1883 (New Bedford).	68 01
10	F. Smith, agent G. T. R. R.	Duty on tools of immigrants (Portland, Me.)	22 50
11	Clapp, Kent & Co	Excess of fees (New York)	218 80
11	J. and A. Petrie & Co	do	93 20
23	E. and J. S. Bent	Excess of duty on wool, grease, &c. (Boston)	109 90
23	Albert Steinfeld	Excess of duty on silver ore (El Paso, Tex.)	78 05
23	H Herrman, Sternbach & Co.	Excess of duty on worsted dress goods (New York).	2,134 15
23	do	do	1,069 70
23	do	do	1,226 28
23	do	do	775 80
28	T. W. Crowley	Excess of duty on beans (Buffalo)	59 10
28	Alfred E. Dore & Co	Excess of duty on wines (Chicago)	8 00
28	A. Klipstein	Excess of duty on black salts (New York)	386 60
28	A. Steinhardt & Bro	Excess of duty on cotton ribbons (New York)	1 80
28	Alburger, Stoer & Co	Excess of duty on dress goods (Philadelphia)	1,371 59
28	Werner, Itschner & Co	Excess of duty on hat trimmings (Philadelphia)	114 90
28	Dr. C. McIntyre	Excess of duty on household effects (Detroit)	13 70
28	J. S. Story	Excess of duty on peas (Burlington)	57 60
28	Alfred G. Wright	Excess of duty on horse (Suspension Bridge)	35 00
29	Annie M. Sweetser, exec'x	Drawback withheld on linseed cake, &c. (Boston)	1,304 91
29	Thos. and John M. Smith	Drawback withheld on linseed cake, &c. (Baltimore).	2,303 90
29	Robert Colgate & Co	Drawback withheld on linseed cake, &c. (New York).	2,079 40
29	Fowler, Crampton & Co.	do	1,899 51
29	Judd Linseed and Sperm Oil Company.	do	4,082 04
29	L J. Simons	Excess of duty on beans (Suspension Bridge)	894 90
29	F. R. Arnold & Co	Excess of duty on toilet preparations (New York)	2 25
29	Charles Bleidorn	Excess of duty on German sausage (New York)	6 25
29	James Lee & Co	Excess of duty on carbonate of potash (New York)	619 71
29	Martin Bates, jr., & Co	Excess of duty on silk and cotton hat bands (New York).	498 30
29	Markel Bros	Excess of duty on church regalia (New York)	36 60
29	McKesson & Robbins	Excess of duty on carbolic acid (New York)	117 40
29	J. D. Nordlinger	Excess of duty on packing charges, &c., on soap (New York).	11 60
29	J. R. Palmenberg	Excess of duty on manufactures wood, iron, hair, &c. (New York).	52 45
29	F. S. Robinson & Co	Excess of duty on green fruit (New York)	105 00
29	W. H. Schieffelin & Co	Excess of duty on chinoidine (New York)	8 00
29	Robert Shaw	Excess of duty on silk and cotton goods, silk c. v. (New York).	15 95
29	Thebaud Bros	Excess of duty on old pewter (New York)	45 45
29	C. M. Vom Baur	Excess of duty on hat trimmings (New York)	1,923 30
29	Veit & Nelson	Excess of duty on hat materials (New York)	24 90

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
....	$15 00	Free; personal effects.....	Sec. 3012½, R. S.
$311 36	1,789 91	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
1,352 74	9,672 75	.....do.....	Do.
....	65 00	Free	Do.
.....	35 56	.....do	Do.
15 03	22 43	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
534 27	860 07	do	Do.
.....	72 65	Exhibit 64, Ex. Doc. 16, H. R., 1885.....	Do,
20 65	153 57	Exhibit 50, Ex. Doc. 152, H. R., 1885	Do.
158 31	1,410 66	Charges; free	Do.
15 80	65 77	.....do	Do.
9 28	17 38	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
272 38	1,778 05	Charges; free	Do.
147 11	1,341 91	.....do	Do.
18 48	91 96	do	Do.
54 59	746 09	Exhibit 5	Do.
10 06	27 34	Exhibit 50, Ex. Doc. 152, H. R., 1885	Do.
22 95	212 25	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	38 94	....	
.....	40 02	.....	
.....	55 26	....	
.....	198 80	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	461 30	.....do	Do.
.....	68 01	Hemp for ship; free	Do.
....	22 50	Free	Do.
394 27	613 07	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
142 20	235 40	.....do	Do.
.....	109 90	Charges for casks; free	Do.
.....	78 05	Free	Do.
....	2,134 50	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
....	1,069 70	.....do	Do.
.....	1,226 28	.....do	Do.
.....	775 80	.. do	Do.
....	59 10	Exhibit 5	Do.
.....	8 00	Short shipment	Do.
.....	386 60	Error in classification	Do.
.....	1 80	.....do	Do.
.....	1,371 59	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	114 90	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	13 70	Free	Do.
.....	57 60	Exhibit 5....	Do.
....	35 00	Free; for breeding	Do.
.....	1,304 91	Judgment Court of Claims	Act June 16, 1880.
.....	2,303 90	.. do	Do.
.....	2,079 40	.....do	Do.
.....	1,899 51	.....do	Do.
.....	4,082 04	... do	Do.
....	891 90	Exhibit 5	Sec 3012½, R. S.
.....	2 25	Exhibit 30, Ex. Doc. 16, H. R , 1885	Do.
.....	6 25	Error in classification	Do.
.....	619 71	do	Do.
.....	498 30	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	36 60	Free	Do.
.....	117 40	Exhibit 23, Ex. Doc. 16, H. R., 1885	Do.
.....	11 60	Charges; free	Do.
.....	52 45	Error in classification	Do.
.....	105 00	Penal duty exacted in error	Do.
.....	8 00	Exhibit 6	Do.
.....	15 95	Error in classification	Do.
.....	45 45	do	Do.
.....	1,923 30	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	24 90	.....do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
July 29	A. Wimpfheimer & Co	Excess of duty on silk and cotton hat materials (New York).	$2,188 20
29	Fremont Cobb	Excess of tonnage dues on schooner Fannie W. Johnston (New London).	68 31
29	L. J. Sargent.....	Excess of tonnage dues on schooner Clara Fletcher (New London).	61 02
29	A. D. Weld's Sons.....	Excess of duty on wool (Boston)	658 85
29	Reich & Williams	Excess of marine hospital dues on Prop. J. E. Rumbell (Chicago).	9 04
29	J. S. Story	Excess of duty on peas (Burlington, Vt.)	131 10
29	G. K. Foster	Excess of duty on one gray mare Kate (Burlington, Vt.).	60 00
30	Abbott & Co.....	Excess of duty on wool (Boston)..... .	878 13
30	C. L. Tiffany	Excess of duty on painted plaques (New York)..	216 42
30	Jere Abbott & Co	Excess of duty on Swedish iron (Boston)	1,806 32
30	E. Samuels & Co.....	Excess of duty on steel blooms (New York)	1,061 70
Aug. 3	Lizzie Chisholm	Duty on four milch cows for breeding purposes (Detroit).	20 00
3	A. A. Low & Bros.....	Excess of duty on fire-crackers (New York)	381 20
7	F. R. Arnold & Co	Excess of duty on bottles containing lavender water (New York).	1 10
7	H. A. Batjer & Co.....	Excess of duty on charges on Castile soap (New York).	148 60
7	Conway Bros	Excess of duty on toys and manufactures of wood and metal, w. c. v. (New York).	22 10
7	H. B. Claflin & Co.....	Excess of duty on thread lace (New York)	2 00
7	Robert Donald.....	do	10 50
7	Wm. E. Ebbitt	Excess of duty on boxes containing Castile soap (New York).	27 20
7	P. A. Frasse & Co.....	Excess of duty on manufactures of paper (New York).	23 10
7	Horwitz & Neustadt.....	Excess of duty on St. John's beans (New York)..	16 70
7	Charles Helmuth's Son	Excess of duty on time-detectors (watches, New York).	39 05
7	L. W. Morris.....	Excess of duty on paintings (New York)	38 50
7	L. Schepp	Charges of overtime of officer on schooner Geo. W. Whitford (New York).	16 00
7	E. Mommer & Co	Excess of duty on cotton velvets, &c (New York)	10 30
7	J. D. Nordlinger	Excess of duty on boxes containing Castile soap (New York).	155 80
7	W. A. Pond & Co	Excess of duty on musical instruments (New York).	2 40
7	S. Reiss & Co	Excess of duty on boxes containing Castile soap (New York).	5 80
7	W. H. Schieffelin & Co	Excess of duty on fancy boxes (New York).....	13 20
7	Charles D. Thum.....	Excess of duty on boxes containing Harlem oil (New York).	2 00
7	John Thompson	Excess of duty on hat trimmings (New York)...	2 70
7	Tice & Lynch.....	Excess of duty on books over 20 years old (New York).	48 25
7	Viti Brothers.....	Excess of duty on statuary (New York).....	22 40
7	H. Wolff & Co	Excess of duty on pins (New York)	10 65
7	Weaver & Sterry	Excess of duty on charges on Castile soap (New York).	101 80
13	H. Herrman, Sternbach & Co	Excess of duty on worsted dress goods (New York).	3,189 47
13	H. P. Dyer & Co.....	Charges of overtime of officer on schooner May M. Dyer (New York).	32 00
13	William Wall's Sons	Excess of duty on hemp (New York)	38 75
13	Merchant & Co.....	Excess of duty on black taggers iron (Philadelphia).	8 46
14	A. K. Miller & Co.....	Excess of duty on lemons (Philadelphia)	67 80
14	H. Bernheimer, Son & Co ..	Excess of duty on worsted dress goods (New York).	1,419 16
14	Henry Newman.....	.....do	977 08
14	C. M. Vom Baur.....	Excess of duty on hat trimmings (New York)....	724 80
14	B. J. Semmes & Co	Excess of duty on whisky (Memphis).	8 10
14	Fowle, Hibbard & Co.....	Excess of duty on beans and peas (Burlington, Vt.).	744 10
15	K. G. Dekker	Excess of duty on beans and peas (Chicago).....	16 10
17	Page, Newel & Co	Excess of duty on Swedish iron (Boston)	9,018 14
18	Arnold, Constable & Co.....	Excess of duty on knit goods m. o. f. (New York).	1,559 25
18	H. Bernheimer, Son & Co ...	Excess of duty on worsted dress goods (New York).	597 47
18	N. Bloom	Excess of duty on framed mirrors (New York) ..	118 85
18	F. Butterfield & Co.....	Excess of duty on worsted dress goods (New York).	1,587 01
18	Coffin & Hurlbut	Excess of duty on hat materials (New York)....	48 30
18	James Elliot & Co	Excess of duty on cottons (New York)	119 69

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$2,188 20	Exhibit 76, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	68 31	.....	
.....	61 02	.....	
.....	658 85	In warehouse, July 1, 1883	Sec. 3012½ R. S.
.....	9 04	.....	
.....	131 10	Exhibit 5	Sec. 3012½ R. S.
.....	60 00	Free, for breeding	Do.
.....	878 13	Error in classification	Do.
.....	216 42	Exhibit 8, Ex. Doc. 16, H. R., 1885	Do.
.....	1,806 32	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
.....	1,061 70	Exhibit 43, Ex. Doc. 16, H. R., 1885	Do.
.....	20 00	Free	Do.
.....	381 20	Charges, free	Do.
.....	1 10	Error in classification	Do.
.....	148 60	Charges, free	Do.
.....	22 10	Error in classification	Do.
.....	2 00	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	10 50	.....do	Do.
.....	27 20	Charges, free	Do.
.....	23 10	Error in classification	Do.
.....	16 70	Exhibit 7	Do.
.....	39 05	Error in classification	Do.
.....	38 50	Free, for religious society	Do.
.....	16 00	.....	
.....	10 30	Error in classification	Sec. 3012½ R. S.
.....	155 80	Charges, free	Do.
.....	2 40	Error in classification	Do.
.....	5 80	Charges, free	Do.
.....	13 20	Error in classification	Do.
.....	2 00	Charges, free	Do.
.....	2 70	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	48 25	Free	Do.
.....	22 40	Exhibit 32, Ex. Doc. 16, H. R., 1885	Do.
.....	10 65	Exhibit 8	Do.
.....	101 80	Charges, free	Do.
.....	3,189 47	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	32 00	.....	
.....	38 75	Hemp for ship, free	Sec. 3012½ R. S.
.....	8 46	Charges, free	Do.
.....	67 80	.....do	Do.
.....	1,419 16	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	977 08	.....do	Do.
.....	724 80	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	8 10	Shortage	Do.
.....	744 10	Exhibit 5	Do.
.....	16 10	do	Do.
.....	9,018 14	Exhibit 46, Ex. Doc. 46, H. R., 1885	Do.
.....	1,559 25	Exhibit KK, Ex. Doc. 13, H. R., 1882	Do.
.....	597 47	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do,
.....	118 85	Exhibit 50, Ex. Doc. 152, H. R., 1885	Do.
.....	1,587 01	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	48 30	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	119 69	Exhibit G, Ex. Doc. 20, H. R., 1883	Do.

Statement of customs refunds made

Dates.	To whom refunded.	Nature of refund.	Duty.
1885.			
Aug. 18	Lahey & Dubord	Excess of duty on cottons (New York)	$19 40
18	Martin Bates, jr., & Co	Excess of duty on hat materials (New York)	213 00
18	Scott Brothers	Excess of duty on cottons (New York)	18 56
18	Peter Wiederer	Excess of duty on framed mirrors (New York)	3,434 16
18	D. V. N. Williams	Excess of duty on fire-crackers (New York)	161 40
18	C. W. Yutle & Co	Excess of duty on worsted dress goods (New York).	193 55
19	The John Shillito Company	Excess of duty on feather dusters (Cincinnati)	8 00
20	R. Lufkin	Excess of duty on mare (Bangor, Me.)	30 00
20	E. La Montague & Sons	Excess of duty on olive oil (New York)	63 75
28	Reimer & Mecke	Excess of fees (New York)	468 00
28	Shulten & Hurd	Excess of duty (New York)	441 40
28	J. A. Fischer & Aschenburg	do	343 40
28	Christ, Jay & Co	do	318 60
28	C. A. Auffmordt, Hessenberg & Co.	do	324 80
28	Edward N. Hurbut	Excess of duty on cloth (Chicago)	767 19
28	John H. Lesher & Co	do	612 65
28	do	do	1,672 51
28	George W. Sheldon	do	34 75
29	S. Cupples & Co	Excess of duty, erroneous addition included in invoice (New York).	534 85
29	A. Klipstein	Excess of duty on black salts (New York)	365 25
29	Knauth, Nachod & Kuhne	Excess of duty on philosophical instruments (New York).	22 80
29	The Pottier and Stymus Manufacturing Company.	Excess of duty on silk and cotton (New York)	35 40
29	Wm. Stens & Co	Excess of duty on lace (New York)	222 10
29	A. Bertrand & Co	Excess of duty on peas (Burlington, Vt.)	31 30
29	G. W. and C. B. Colton & Co	Excess of duty on maps (Burlington, Vt.)	2 35
29	George C. Hagner	Excess of duty on taggers iron (Philadelphia)	363 27
29	Harrington & Goodman	Excess of duty on worsted goods (Philadelphia)	302 34
29	E. Thiele	Excess of duty on barrels cement (Philadelphia)	305 20
29	Legrange E. Scrafford	Excess of duty on hop-poles (Oswegatchie, N. Y.)	40 80
29	Charles H. Philo		
29	Palmer, Newton & Co	do	188 60
29	Spencer H. Stearns	do	75 60
31	J. T. Donnell & Co	Excess of duty on hemp (Bath, Me.)	80 38
31	A. Keppelman	Excess of duty on gold-size (New York)	68 20
31	C. M. Moseman & Bro	Excess of duty on musical instruments (New York).	6 40
31	Markel Bros	Excess of duty on church regalia (New York)	19 50
31	Veit & Nelson	Excess of duty on hat trimmings (New York)	20 70
31	Page, Newell & Co	Excess of duty on Swedish iron (Boston)	2,787 40
31	Bliss, Douglas & Co	Excess of fees (New York)	176 20
31	E. Douglas & Son	do	79 40
31	Kilgour, Coffin & Co	do	91 60
31	G. Wolfers & Co	do	110 80
31	Jacob Gottschalk	Excess of duty on personal effects (Chicago)	9 35
31	Wm. Wirt Clark & Son	Excess of duty on barrels cement (Baltimore)	36 40
31	Gabriel & Schall	do	90 60
31	Russell & Giese	do	124 80
31	F. H. Shallus	do	471 00
31	E. Thiele	do	159 60
31	Wetmore, Cryder & Co	Excess of duty on merchandise (New York)	2,467 90
Sept. 1	J. B. Bourgeois	Excess of duty on architectural plans (Port Huron).	38 00
1	Sewall & Day Cordage Co	Excess of duty on hemp (Boston)	239 77
2	A. Tobias, Sons & Co	Excess of duty wine (Charleston, S. C.)	32 45
2	T. and J. W. Johnson & Co	Excess of duty on books (Buffalo)	1 25
2	Robert Donald	Excess of duty on net proceeds, sale of unclaimed merchandise (New York).	210 95
7	H. Herrman, Sternbach & Co.	Excess of duty on dress goods (New York)	528 20
7	do	do	273 68
7	do	do	636 41
7	C. M. Vom Baur	Excess of duty on hat trimmings (New York)	71 10
7	Enneking Bros	Excess of duty on coat linings (Cincinnati)	25 93
7	do	Excess of duty on woolen goods (Cincinnati)	196 98
7	H. Enneking, Hartkemeyer & Co.	Excess of duty on coat linings (Cincinnati)	44 95
7	do	Excess of duty on woolen linings (Cincinnati)	103 09
7	do	do	116 13
7	do	do	228 35
7	Grever, Taugeman & Co	Excess of duty on woolen mohair (Cincinnati)	55 58
7	Joseph Maguire & Co	do	322 66
7	do	do	14 70
7	do	do	53 97
7	do	do	42 28

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$19 40	Exhibit G, Ex Doc. 20, H. R., 1883	Sec. 3012½, R. S.
.....	213 00	Exhibit 76, Ex. Doc, 152, H. R., 1885	Do.
.....	18 56	Exhibit G, Ex. Doc. 20, H. R., 1883	Do.
.....	3,434 16	Exhibit 50, Ex. Doc. 152, H. R., 1885	Do.
.....	161 40	Charges, free	Do.
.....	193 55	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	8 00	Error in classification	Do.
.....	30 00	Free	Do.
.....	63 75	Charges, free	Do.
.....	468 00	Exhibit 53, Ex. Doc. 152, H. R, 1885	Do.
.....	441 40	... do	Do.
.....	343 40	..... do	Do.
.....	318 60	..... do	Do.
.....	324 80	..... do	Do.
.....	767 19	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	612 65	..... do	Do.
.....	1,672 51	..... do	Do.
.....	34 75	..... do	Do.
.....	534 85	Error in valuation	Do.
.....	365 25	Error in classification	Do.
.....	22 80	... do	Do.
.....	35 40	..... do	Do.
.....	222 10	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	31 30	Exhibit 5	Do.
.....	2 35	Error in valuation	Do.
.....	363 27	Charges, free	Do.
.....	302 34	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	305 20	Charges, free	Do.
.....	40 80	Exhibit 48, Ex. Doc. 152, H. R., 1885	Do,
.....	188 60	..... do	Do.
.....	75 60	..... do	Do.
.....	80 38	Hemp for ship, free	Do.
.....	68 20	Exhibit 53, Ex. Doc. 16, H. R., 1885	Do.
.....	6 40	Error in classification	Do.
.....	19 50	Free	Do.
.....	20 70	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	2,787 40	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
.....	176 20	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	79 40	..... do	Do.
.....	91 60	..... do	Do.
.....	110 80	..... do	Do.
.....	9 35	Free	Do.
.....	36 40	Charges, free	Do.
.....	90 60	... do	Do.
.....	124 80	..... do	Do.
.....	471 00	..... do	Do.
.....	159 60	..... do	Do.
.....	2,467 90	Erroneous valuation, Chinese currency	Do.
.....	38 00	Excessive valuation	Do.
.....	239 77	Hemp for ship, free	Do.
.....	32 45	Allowance for damage	Do.
.....	1 25	Free for literary society	Do.
.....	210 95		
.....	528 20	Exhibit 64, Ex. Doc. 16, H. R., 1885.	Sec. 3012½, R. S.
.....	273 68	..... do	Do.
.....	636 41	..... do	Do.
.....	71 10	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	25 93	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	196 98	..... do	Do.
.....	44 95	..... do	Do.
.....	103 09	..... do	Do.
.....	116 13	..... do	Do.
.....	228 35	..... do	Do.
.....	55 58	..... do	Do.
.....	322 66	..... do	Do.
.....	14 70	..... do	Do.
.....	53 97	..... do	Do.
.....	42 28	..... do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
Sept. 7	Nunaber & Son & Co	Excess of duty on woolen linings (Cincinnati)	$261 80
8	E. W. Gregory	Excess of duty on sturgeon (Detroit)	8 12
15	C. Thornburn	Excess of duty on halibut (Gloucester)	107 78
15	The Oswego Mfg. Co	Excess of duty on lumber (Oswego)	20 00
15	Benjamin F. Jones	Excess of duty on hay (Bangor)	137 00
15	C. B. Dunham	Excess of duty on fish (Richmond)	25 80
15	New Bedford Cordage Co	Excess of duty on hemp (New Bedford)	39 93
15	do	do	37 65
15	Barber & Bennett	Excess of duty on peas (Albany)	26 80
15	do	do	28 70
15	John H. Trowbridge	do	24 00
17	L. F. Moreau	Excess of duty on lobsters (Bangor)	20 00
17	J. S. Story (consignee)	Excess of duty on peas (Burlington)	160 10
17	G. K. Foster	Excess of duty on mare (Burlington)	60 00
17	F. Butterfield & Co	Excess of duty on dress goods (New York)	540 77
17	Henry Dreyfus	Excess of duty on quinine (New York)	81 13
17	Dickerhoff, Raffloer & Co	Excess of duty on pins (New York)	33 60
17	Dunham, Buckley & Co	do	56 25
17	E. Fougera & Co	Excess of duty on medicinal preparations (New York).	75 00
17	Charles Helmuth's Son	Excess of duty on books 20 years' old (New York.	1 50
17	Kraff & Hirschbach	Excess of duty on periodicals (New York)	8 25
26	Dix & Co	Excess of duty on beans (New York)	1,263 60
26	J. J. Keller & Co	Excess of duty on peptons (New York)	474 60
26	Lord & Taylor	Excees of duty on jute and cotton (New York)	62 00
26	E. Mommer & Co	Excess of duty on buttons (New York)	5 60
26	W. H. Schieffelin & Co	Excess of duty on medicinal preparations (New York).	4 50
28	J. Loewenthal & Co	Excess of duty on buttons (New York)	64 60
28	P. W. Lambert & Co	Excess of duty on skins—goat-skin robes (New York).	8 30
28	McNaughton & Orr	Excess of duty on bottles (New York)	8 40
28	J. Milhaus's Son	Excess of duty on medicinal preparations (New York).	1 75
28	Rothfeld, Stern & Co	Excess of duty on dress goods (New York)	207 55
28	Schering & Glatz	Excess of duty on carbolic acid (New York)	10 00
28	Strauss, Blumenthal & Co	Excess of duty on pins (New York)	21 00
28	Tyler & Kissel	Excess of duty on worsted goods (New York)	470 86
28	John Thornton & Co	Excess of duty on pins (New York)	29 25
Oct. 12	D. H. Arnold & Co	Excess of duty on worsted goods (New York)	694 36
12	M. Arnold & Co	do	1,077 30
12	do	do	381 98
12	Arnold, Constable & Co	Excess of duty on cottons (New York)	271 71
12	C. A. Auffmordt & Co	Excess of duty on knit goods (New York)	17 00
12	D. H. Arnold & Co	Excess of duty on worsted dress goods (New York.	1,172 37
12	Dieckerhoff, Raffloer & Co	do	662 27
12	do	do	646 94
12	N. Erlanger	do	265 40
12	do	do	7,533 88
12	Lesher, Whitman & Co	do	4,601 83
12	E. Mommer & Co	Excess of duty on buttons (New York)	21 40
12	Henry Newman	Excess of duty on worsted dress goods (New York)	952 35
12	do	Excess of duty on dress goods (New York)	1,568 98
12	S. Rosenberg & Co	Excess of duty on worsted dress goods (New York)	815 37
12	Remy & Schmidt	do	228 90
12	do	do	437 71
12	Strauss, Kupfer & Co	do	24 92
12	Edward Schumacher & Co	do	933 24
12	J. Victor & Achelis	do	301 63
12	do	do	142 94
12	N. Erlanger	do	2,443 23
14	Page, Newell & Co	Excess of duty on Swedish iron (Boston, Mass.)	825 00
29	Naylor & Co	Excess of duty on blooms (Boston, Mass.)	639 97
Nov. 5	New Bedford Cordage Co	Excess of duty on hemp (New Bedford, Mass.)	243 72
5	T. S. Miller	Excess of duty on vases (Burlington, Vt.)	6 00
5	H. L. Fearing & Co	Excess of duty on wire-rope (Boston, Mass.)	157 09
5	Robert Campbell	Excess of duty on iron safe (Port Huron, Mich.)	35 55
5	John Shillito Co	Excess of duty on hosiery (Cincinnati, Ohio)	51 80
5	S. T. Emmons	Excess of duty on personal effects (Georgetown)	231 70
5	O. L Johnson, jr	Excess of duty on fees (New London)	15 00
5	Beach & Co	Excess of duty on yarn (Middletown, Conn.)	72 24
6	Chadwick & Chadwick	Excess of duty on grease (Boston)	3 75
6	Seccomb, Kehew & Sons	do	31 20
6	Chase Brothers	Excess of duty on beans and peas (Rochester, N. Y.)	86 80
6	L. Waterbury & Co	Excess of duty on hemp (New York)	209 37
6	Austin, Baldwin & Co	Refund, deceased passengers (New York)	10 00
6	H. E. Wellman	Excess of duty on boards and laths (Stonington, Conn.)	14 90

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$261 80	Exhibit 64, Ex. Doc. 16, H. R., 1885	Sec. 3012½, R. S.
.....	8 12	Free	Do.
.....	107 78	do	Do.
.....	20 00	Error in measurement	Do.
.....	137 00	Domestic production, free	Do.
.....	25 80	Canadian fish, free	Do.
.....	39 93	Hemp for ship, free	Do.
.....	37 65	do	Do.
.....	26 80	Exhibit 5	Do.
.....	28 70	do	Do.
.....	24 00	do	Do.
.....	20 00	Free	Do.
.....	160 10	Exhibit 5	Do.
.....	60 00	Free	Do.
.....	540 77	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	81 13	Exhibit 30, Ex. Doc. 16, H. R., 1885	Do.
.....	33 60	Error in classification	Do.
.....	56 25	do	Do.
.....	75 00	Exhibit 9	Do.
.....	1 50	Free	Do.
.....	8 25	do	Do.
.....	1,263 60	Exhibit 5	Do.
.....	474 60	Error in classification	Do.
.....	62 00	do	Do.
.....	5 60	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	4 50	Exhibit 9	Do.
.....	64 60	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	8 30	Exhibit 85, Ex. Doc. 152, H. R., 1885	Do.
.....	8 40	Error in classification	Do.
.....	1 75	do	Do.
.....	207 55	Exhibit 64, Ex. Doc. 16 H. R., 1885	Do.
.....	10 00	Exhibit 23, Ex. Doc. 16, H. R., 1885	Do.
.....	21 00	Exhibit 8	Do.
.....	470 86	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	29 25	Exhibit 8	Do.
.....	694 36	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	1,077 30	do	Do.
.....	381 98	do	Do.
.....	271 71	Exhibit 14	Do.
.....	17 00	Exhibit KK, Ex Doc. 13, H. R., 1882	Do.
.....	1,172 37	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	662 27	do	Do.
.....	646 94	do	Do.
.....	265 40	do	Do.
.....	7,533 88	do	Do.
.....	4,601 83	do	Do.
.....	21 40	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	952 35	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	1,568 98	do	Do.
.....	815 37	do	Do.
.....	228 90	do	Do.
.....	437 71	do	Do.
.....	24 92	do	Do.
.....	933 24	do	Do.
.....	301 63	do	Do.
.....	142 94	do	Do.
.....	2,443 23	do	Do.
.....	825 00	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
.....	639 97	Exhibit 43, Ex. Doc. 16, H. R. 1885	Do.
.....	243 72	Hemp for ship, free	Do.
.....	6 00	Error in classification	Do.
.....	157 09	Wire-rope for ship, free	Do.
.....	35 55	Emigrant's effects, free	Do.
.....	51 80	Error in classification	Do.
.....	231 70	Free	Da.
.....	15 00	Error in classification	Do.
.....	72 24	do	Do.
.....	3 75	Charges, free	Do.
.....	31 20	do	Do.
.....	86 80	Exhibit 5	Do.
.....	209 37	Hemp for ship, free	Do.
.....	10 00		
.....	14 90	Deficiency in quantity	S

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
Nov. 6	H. E. Wellman	Excess of duty on boards and laths (Stonington, Conn.).	$13 28
6	J. Maxson	do	13 51
6	Funch, Edye & Co	Excess of duty on tonnage (New York)	8 61
6	J. A. McPherson	Excess of duty on wool-wearing apparel (Port Huron).	3 85
6	Kipp Brothers	Excess of duty on earthenware (Indianapolis)	82
6	Harriet Webb	Excess of duty on dress goods (Suspension Bridge)	11 63
6	G. J. Fake	Excess of duty on coal (San Diego, Cal.)	12 17
6	S. B. Hance	Excess of duty on merchandise (Cape Vincent, N. Y.).	339 74
6	Murdock Parlor Grate Co	Excess of duty on tiles (Boston)	14 70
6	B. J. Semmes & Co	Excess of duty on whisky (Memphis)	50 85
6	Wells. Fargo & Co	Excess of duty on personal property (El Paso, Tex.).	6 68
6	R. G. Morris & Co	Excess of duty on grease (Boston, Mass.)	412 50
6	Callender, McAuslan & Troup.	Excess of duty on linen (Providence)	7 00
7	Calhoun, Robbins & Co	Excess of duty on pins (New York)	11 85
7	Thomas A. Harton & Co	Excess of duty on button stuff (New York)	3 00
7	Levi Brothers	Excess of duty on buttons (New York)	61 60
7	do	do	66 80
7	Neuss, Hesslein & Co	Excess of duty on pins (New York)	41 40
7	Wm. C. Pell	Excess of duty on antiquities (New York)	86 40
7	Rothfeld, Stern & Co	Excess of duty on dress goods (New York)	77 07
7	Schnabel Brothers	Excess of duty on woolen goods (New York)	19 70
7	John Thornton & Co	Excess of duty on pins (New York)	13 95
7	H. Wolff & Co	do	15 15
7	A. A. Cobb & Co	Excess of duty on sugar (Boston)	5,924 77
7	John W. Candler & Co	do	3,355 47
7	E. & J. S. Bent	Excess of duty on grease (Boston)	12 10
7	Thomas Leyland & Co	do	30
7	S. A. Rimington	Excess of duty on cement (Boston)	4 80
7	Rousmaniere, Kimball & Lovejoy.	Excess of duty on serges (Boston)	37 02
9	Calhoun, Robbins & Co	Excess of duty on pins (New York)	41 10
9	Blankenburgh & Co	Excess of duty on buttons (New York)	18 80
9	N. Blumenthal & Co	do	293 50
9	Dunham, Buckley & Co	do	53 00
9	Dieckerhoff, Raffloer & Co	Excess of duty on pins (New York)	184 05
9	do	Excess of duty on dress goods (New York)	98 14
9	N. Erlanger	do	207 69
9	Galwey & Casado	Excess of duty on beans (New York)	968 60
9	Hitchcock & Potter	Excess of duty on dress goods (New York)	17 01
9	H. Herrman, Sternbach & Co	do	193 27
9	Hensel, Bruckmann & Lorbacher.	Excess of duty on nickel oxide (New York)	6 95
9	J. W. Grace & Co	Proceeds unclaimed merchandise (San Francisco)	66 03
9	J. T. Donnell & Co	Excess of duty on hemp (Bath, Me.)	297 08
9	do	do	106 46
10	J. Tomey & Son	Excess of duty on glass tubes (Boston)	61 10
10	Waldo Brothers	Excess of duty on cement (Boston)	85 80
10	John W. Mason & Co	Excess of duty on wire rope (New York)	67 49
11	Arnold, Constable & Co	Excess of duty on cottons (New York)	40 62
11	H. Bernheimer, Son & Co	Excess of duty on dress goods (New York)	2,214 88
11	S. Rosenberg & Co	do	420 42
11	Louis Weddigen & Co	do	675 36
11	do	do	1,483 37
12	John W. Mason & Co	Excess of duty on wire rope (New York)	100 31
12	do	do	38 46
12	do	do	156 11
12	Wm. T. Coleman & Co	Excess of duty on tin cans (New York)	667 96
12	B. H. Kazanjyan	Excess of duty on Turkish piaster (New York)	68 30
12	A. Steinhardt & Bro	Excess of duty on buttons (New York)	108 00
12	Sibley, Lindsay & Curr	Excess of charges (Rochester)	13 20
12	Arnold, Constable & Co	Excess of duty on cottons (New York)	28 77
12	F. R. Arnold & Co	Excess of charges (New York)	33 25
12	G. W. Sheldon & Co	Excess of duty on tin plates (Cincinnati)	46 52
13	N. Blumenthal & Co	Excess of duty on buttons (New York)	715 80
13	Calhoun Robbins & Co	do	42 40
13	do	Excess of duty on pins, (New York)	42 60
13	do	do	32 40
13	Dieckerhoff, Raffloer & Co	Excess of duty on buttons (New York)	10 80
13	F. J. C. Ferris & Co	Excess of duty on pins (New York)	1 95
13	Lesher, Whitman & Co	Excess of duty on dress-goods (New York)	746 61
13	Passavant & Co	Excess of duty on buttons (New York)	208 40
13	Rothfeld, Stern & Co	Excess of duty on dress-goods (New York)	63 35
13	Rothschild Bros. & Co	Excess of duty on buttons (New York)	1,725 20
13	A. Sternhardt & Bro	do	38 89

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$13 28	Excess of deposit	Sec. 3012½, R. S.
.....	13 51	Deficiency in quantity	Do.
.....	8 61	.....	
.....	3 85	Emigrant's effects	Sec. 3012½, R. S.
.....	82	Allowance for damage	Do.
.....	11 63	Immigrant's effects, free	Do.
.....	12 17	Excess of deposits	Do.
.....	339 74	Repairs to vessel, free	Do.
.....	14 70	.....	Do.
.....	50 85	Shortage	Do.
.....	6 68	Immigrant's effects	Do.
.....	412 50	Charges, free	Do.
.....	7 00	Error in liquidation	Do.
.....	11 85	Exhibit 8	Do.
.....	3 00	Error in classification	Do.
.....	61 60	Exhibit 37, Ex. Doc. 16, H. R. 1885	Do.
.....	66 80	..... do	Do.
.....	41 40	Exhibit 8	Do.
.....	86 40	Free	Do.
.....	77 07	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	19 70	Error in valuation	Do.
.....	13 95	Exhibit 8	Do.
.....	15 15	..... do	Do.
.....	5,924 77	In warehouse July 1, 1883	Do.
.....	3,355 47	..... do	Do.
.....	12 10	Charges, free	Do.
.....	30	..... do	Do.
.....	4 80	..... do	Do.
.....	37 02	Error in classification	Do.
.....	41 10	Exhibit 8	Do.
.....	18 80	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	293 60	..... do	Do.
.....	53 00	..... do	Do.
.....	184 05	Exhibit 8	Do.
.....	98 14	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	207 69	..... do	Do.
.....	968 60	Exhibit 5	Do.
.....	17 01	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	193 27	..... do	Do.
.....	6 95	Error in classification	Do.
.....	66 03	.....	
.....	297 08	Hemp for ship, free	Sec. 3012½, R. S.
.....	106 46	..... do	Do.
.....	61 10	Error in classification	Do.
.....	85 80	Charges, free	Do.
.....	67 49	Wire rope for ship, free	Do.
.....	40 62	Exhibit 14	Do.
.....	2,214 88	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	420 42	..... do	Do.
.....	675 36	..... do	Do.
.....	1,483 37	..... do	Do.
.....	100 31	Wire rope for ship, free	Do.
.....	38 46	..... do	Do.
.....	156 11	..... do	Do.
.....	667 96	Domestic manufactures, free	Do.
.....	68 30	Erroneous valuation currency	Do.
.....	108 00	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	13 20	Erroneously exacted	Do.
.....	28 77	Exhibit 14	Do.
.....	33 25	Charges, free	Do.
.....	46 52	Allowance for damage	Do.
.....	715 80	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	42 40	..... do	Do.
.....	42 60	Exhibit 8	Do.
.....	32 40	..... do	Do.
.....	10 80	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	1 95	Exhibit 8	Do.
.....	746 61	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	208 40	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	63 35	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	1,725 20	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	38 80	..... do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
Nov. 13	Peter Wiederer	Excess of duty on mirrors (New York)	$107 46
13	A. Wimpfheimer & Co	Excess of duty on trimmings for hats (New York)	4, 119 30
13	Elizabeth Gutierez, administratrix of Frank Gutierez, deceased.	Judgment United States Circuit Court, Louisiana.	1, 388 34
14	Charles H. Getman	Refund for lumber destroyed by fire, Oswego	4, 051 67
14	E. W. Rathbun & Co	do	2, 936 65
14	Kinyon, Wright & Co	do	2, 129 23
14	Bond & Jenkins	do	1, 604 38
14	Page, Fairchild & Co	do	671 28
16	Aitkin Son & Co	Excess of duty on metal braid (New York)	16 40
16	E. Mommer & Co	Excess of duty on buttons (New York)	100 60
16	McFaddin & Hatton	Excess of duty on glassware (New York)	21 80
16	John W. Mason & Co	Excess of duty on wire rope (New York)	125 13
16	A. V. Perrin	Excess of duty on printed catalogues (New York).	12 50
16	Raymold & Whitlock	Excess of duty on metal cord (New York)	65 80
16	Henry Schmidt	Excess of duty on carpet wool (New York)	538 92
16	Schorestene Freres	Excess of duty on hat trimmings (New York)	69 00
16	J. Terkuile	Excess of duty on silver medals (New York)	12 15
17	S. Rosenberg & Co	Excess of duty on dress goods (New York)	2, 239 96
17	Knoepfel & Co	Surplus sale of unclaimed goods (Chicago)	181 14
17	George W. Sheldon & Co	Excess of duty on burlaps and twine (Chicago)	53 90
17	do	do	127 60
17	Edson, Keith & Co	Excess of duty on cotton gloves (Chicago)	31 15
17	Chapin & Gove	Excess of duty on gin (Chicago)	41 91
17	Nathan Erlanger	Excess of duty on dress-goods (New York)	1, 693 05
17	Lehmaier Bros	Excessive fees (New York)	269 00
18	A. and D. Flesh	Excess of duty on buttons (New York)	1, 046 80
18	J. Lowenthal & Co	do	220 80
18	Macnaughton & Orr	Excess of duty on carbolic acid (New York)	43 60
18	Rothfeld, Stern & Co	Excess of duty on worsted dress-goods (New York).	3, 504 99
18	J. S. Story (consignee)	Excess of duty on peas (Burlington, Vt.)	24 30
18	do	do	30 00
18	do	do	10 40
18	do	do	75 00
18	do	do	79 20
18	do	do	26 90
18	Theodore N. Vail	Excess of duty on stallion (Burlington, Vt.)	20 00
18	R. G. Smith	Excess of duty on lamb (Burlington, Vt.)	26 60
19	W. H. Graef & Co	Excess of duty on hat trimmings (New York)	1, 977 60
19	Wm. F. Milton & Co	Excess of duty on wrong valuation of Shanghae tael (New York).	6, 489 20
19	P. Wright & Son	Excess of fees (New York)	33 00
19	S. H. Pearce & Co	do	19 00
19	Newell, Smith & Phillips	do	10 60
19	Dinklespiel & Opponheimer	do	85 60
19	H. Goebler	do	49 60
19	G. W. Faber	do	58 20
19	Edward Armstrong	do	81 40
19	William Wiese	do	29 40
19	H. Jacobey & Co	do	30 40
19	John Bottomley	do	55 20
19	F. S. Schleisinger and Schlesinger & Anderson.	do	35 60
19	Blanck & Co	Excess of duty on antiquities (New York)	52 20
19	A. M. Coffin	Excess of duty on peas (New York)	36 50
19	Dieckerhoff, Raffloer & Co	Excess of duty on pins (New York)	1 35
19	do	do	123 90
19	Dinglestedt & Co	Excess of duty on wool (New York)	147 20
19	Evans & Showell	Excess of duty on blanc-mange powder (New York).	162 30
19	Foppes & Partische	Excess of duty on rattans (New York)	48 50
19	Gray Bros	Excess of duty on prepared food (New York)	25 20
19	W. H. Horstmann & Sons	Excess of duty on metal cord (New York)	25 40
19	R. Hardcastle	Excess of duty on roasted maize (New York)	59 40
19	Babbitt & Sanders	Excess of duty on lumber (Albany)	10 80
19	Linder & Meyer	Excess of duty on pipes (Boston)	18 55
19	Charles Hilyard	Excess of duty on haddock (Eastport)	20 00
19	John Thompson	do	20 00
19	L. Westergard & Co	Excess of tonnage fees (Philadelphia)	22 86
19	F. W. Myers & Co., or John Mylott.	Excess of tonnage fees (Plattsburgh)	2 63
19	Downing, Sheldon & Co	Excess of duty on leather purses (New York)	40 50
19	W. H. Horstmann & Son	Excess of duty on metal cord (New York)	4 00
19	J. W. Goddard & Son	Excess of duty on dress goods (New York)	136 50
19	E. Le Conite	Excess of duty on buttons (New York)	16 40
19	E. B. Menut	Excess of duty on beans (New York)	113 90

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$107 46	Exhibit 50, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	4,119 30	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	1,388 34	.....	Do.
.....	4,051 67	Allowance for damage	Do.
.....	2,936 65	.....do	Do.
.....	2,129 23	.....do	Do.
.....	1,604 38	.....do	Do.
.....	671 28	.....do	Do.
.....	16 40	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	100 60	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	21 80	Charges, free	Do.
.....	125 13	Wire rope for ship, free	Do.
.....	12 50	No commercial value	Do.
.....	65 80	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	538 92	In public store July 1, 1883	Do.
.....	69 00	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	12 15	Free	Do.
.....	2,239 96	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	181 14	.....	Do.
.....	53 90	Error in classification	Do.
.....	127 60	.....do	Do.
.....	31 15	Short shipment	Do.
.....	41 91	Allowance for damage	Do.
.....	1,693 05	Exhibit 64, Ex. Doc. 16, H R., 1885	Do.
.....	269 00	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	1,046 80	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	220 80	.....do	Do.
.....	43 60	Exhibit 23, Ex. Doc. 16, H. R., 1885	Do.
.....	3,504 99	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	24 30	Exhibit 5	Do.
.....	30 00	.....do	Do.
.....	10 40	.....do	Do.
.....	75 00	.....do	Do.
.....	79 20	.....do	Do.
.....	26 90	.....do	Do.
.....	20 00	Free	Do.
.....	26 60	Domestic origin	Do.
.....	1,977 60	Exhibit 76, Ex. Doc. 152, H. R. 1885	Do.
.....	6,489 20	Erroneous valuation of currency	Do.
.....	33 00	Exhibit 53, Ex. Doc. 152, H. R. 1885	Do.
.....	19 00	.....do	Do.
.....	10 60	.....do	Do.
.....	85 60	.....do	Do.
.....	49 60	.....do	Do.
.....	58 20	.....do	Do.
.....	81 40	.....do	Do.
.....	29 40	.....do	Do.
.....	30 40	.....do	Do.
.....	55 20	.....do	Do.
.....	35 60	.....do	Do.
.....	52 20	Free	Do.
.....	36 50	Exhibit 5	Do.
.....	1 35	Exhibit 8	Do.
.....	123 90	.....do	Do.
.....	147 20	Error in classification	Do.
.....	162 30	.....do	Do.
.....	48 50	.....do	Do,
.....	25 20	Exhibit 67, Ex. Doc. 16, H. R., 1885	Do.
.....	25 40	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	59 40	Exhibit 10	Do.
.....	10 80	Deficiency in quantity	Do.
.....	18 55	Charges, free	Do.
.....	20 00	Fresh fish, free	Do.
.....	20 00	.....do	Do.
.....	22 86	.....	
.....	2 63	.....	
.....	40 50	Exhibit 28, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	4 00	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.
.....	136 50	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	16 40	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	113 90	Exhibit 5	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
Nov. 19	A. Penissat	Excess of duty on metal and minerals (New York)	$11 50
19	F. Paturel & Co	Excess of duty on medicinal preparations (New York).	14 50
19	Rothfeld, Stern & Co	Excess of duty on dress goods (New York)	70 70
19	Spielmann & Co	Excess of duty on buttons (New York)	45 60
19	Schwietering, Stursberg & Co.	Excess of duty on dress goods (New York)	302 33
19	J. G. Witte & Bro	Excess of duty on pins (New York)	3 00
19	do	do	11 40
20	F. Cottenet & Atherton	Excess of fees (New York)	68 20
20	Lottimer & Large, and Lottimer, Large & Ellery.	do	321 20
20	C. A. Ingalls, or Orthween Bros.	Excessive duty on barley (Port Huron)	46 40
20	Erick Pedersen	Excessive tonnage (Mobile)	11 94
20	E. T. Fox	Excessive duty on gun (Suspension Bridge)	8 75
20	Joseph R. Foard & Co	Excessive tonnage (Baltimore)	2 34
20	E. H. Bailey & Co	Excessive tonnage (Philadelphia)	17 88
20	Daniel Trowbridge	Excessive tonnage (New York)	27 36
20	do	do	13 32
20	H. Herrman, Sternbach & Co.	Excessive duty on dress goods (New York)	53 55
20	do	do	529 38
20	Levi Bros	Excessive duty on buttons (New York)	136 80
20	W. F. Milton & Co	Excessive duty, wrong valuation, tael (New York)	650 40
20	H. H. Schwietering, Stursberg & Co.	Excessive duty on hat trimmings (New York)	2,613 00
20	H. Weddigen & Co	do	281 40
20	W. H. Wisner & Co	Excessive duty, wrong valuation, tael (New York)	1,708 55
20	do	do	2,811 80
20	do	do	2,544 90
20	F. Butterfield & Co	Excessive duty on worsted dress goods (New York)	117 88
20	L. & M. Kahn	Excessive duty on paste wash (New York)	78 65
20	do	do	58 25
20	T. Ingenits	Excessive duty on farina (New York)	11 00
20	Lehn & Fink	Excessive duty on tapers (New York)	28 00
20	G. A. & Meyer	Excessive duty on white lead in oil (New York)	156 44
20	Phelps Bro. & Co	Excessive duty on boxes containing green fruit (New York).	20 20
20	Stover & Tyler	Excessive duty on manila cordage (New York)	56 25
20	A. Steinhardt & Bro	Excessive duty on pins (New York)	3 45
20	Tice & Lynch	Refund of duty on a lens for institution (New York).	15 30
20	Touk, William, & Bro	Refund of duty on catgut strings (New York)	20 75
20	Wm. Wall's Sons	Refund of duty on manila cordage (New York)	34 37
24	J. T. Donnell & Co	Refund of duty on manila hemp (Bath, Me.)	12 83
24	do	do	20 46
24	do	do	37 46
24	do	do	152 95
24	do	do	265 92
24	Downing, Sheldon & Co	Refund of duty on steel blooms (New York)	4,485 90
24	Mills & Fliteraft	Refund of duty on champagne (Saint Louis)	9 20
24	Jere Abbott & Co	Refund of duty on iron, Swedish (Boston)	4,515 06
25	Charles H. Getman	Refund of duty on lumber (Oswego)	144 50
27	Arnold, Rotnfeld & Co	Refund of duty on cottons, suit discontinued (New York).	266 09
27	Dieckerhoff, Raffloer & Co	Refund of duty on worsted dress goods, suit discontinued (New York).	298 27
27	John D. McBurnie & Co	Refund of duty on thread lace, suit discontinued (New York).	3,375 00
27	William R. Peters & Co	Refund of duty on beans, suit discontinued (New York).	5,652 30
27	Rothfeldt, Stern & Co	Refund of duty on worsted dress goods, suit discontinued (New York).	103 32
27	C. M. Vom Baur	Refund of duty on hat trimmings, suit discontinued (New York).	1,003 20
30	Charles Barton	Refund of duty on theatrical scenery (Suspension Bridge).	175 00
30	Muser Bros	Refund of duty on thread lace (New York)	771 60
30	do	do	53 40
30	do	do	53 30
30	do	do	44 70
30	Dieckerhoff, Raffloer & Co	Refund of duty on dress goods (New York)	22 96
Dec. 15	Alessandro d'Atri	Refund sale of unclaimed goods (New York)	882 14
17	Kunhardt & Co	Refund of excessive fees (New York)	103 40
17	Charles Glanz	Refund of duty on seal skins (Chicago)	242 40
17	do	do	76 76
17	Muser Bros.	Refund of duty on lace (New York)	409 40
17	George A. Goddard	Refund sale of unclaimed goods (Boston)	154 66

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$11 50	Error in classification	Sec. 3012½, R. S.
.....	14 50	Exhibit 9	Do.
.....	70 70	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	45 60	Exhibit 37, Ex. Doc. 16, H. R , 1885	Do.
.....	302 33	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	3 00	Exhibit 8	Do.
.....	11 40	....do	Do.
.....	68 20	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	321 20	....do	Do.
.....	46 40	Short shipment	Do.
.....	11 94		
.....	8 75	Personal effect, free	Sec. 3012½, R. S.
.....	2 34		Do.
.....	17 88		Do.
.....	27 36		Do.
.....	13 32		Do.
.....	53 55	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	529 38	....do	Do.
.....	136 80	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	650 40	Excessive valuation, Chinese currency	Do.
.....	2, 613 00	Exhibit 76, Ex. Doc. 152, H R., 1885	Do.
.....	281 40	....do	Do.
.....	1, 708 55	Excessive valuation, Chinese currency	Do.
.....	2, 811 80	....do	Do.
.....	2, 544 90	....do	Do.
.....	117 88	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	78 65	Error in classification	Do.
.....	58 25	....do	Do.
.....	11 00	....do	Do.
.....	28 00	Exhibit 11	Do.
.....	156 44	Exhibit 12	Do.
.....	20 20	Charges, free	Do.
.....	56 25	Cordage for ship, free	Do.
.....	3 45	Exhibit 8	Do.
.....	15 30	Free	Do.
.....	20 75	....do	Do.
.....	34 37	Cordage for ship, free	Do.
.....	12 83	Hemp for ship, free	Do.
.....	20 46	....do	Do.
.....	37 46	....do	Do.
.....	152 95	....do	Do.
.....	265 92	....do	Do.
.....	4, 485 90	Exhibit 43, Ex. Doc. 16, H. R., 1885	Do.
.....	9 20	Allowance for damage	Do.
.....	4, 515 06	Exhibit 46, Ex. Doc. 16, H. R., 1885	Do.
.....	144 50	Deficiency in quantity	Do.
.....	266 09	Exhibit G, Ex. Doc. 20, H. R., 1883	Do.
.....	298 27	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	3, 375 00	Exhibit H. H., Ex. Doc. 13, H. R., 1882	Do.
.....	5, 652 30	Exhibit 5	Do.
.....	103 32	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	1, 003 20	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	175 00	Free	Do.
.....	771 60	Exhibit H. H., Ex. Doc. 13, H. R., 1882	Do.
.....	53 40	....do	Do.
.....	53 30	....do	Do.
.....	44 70	....do	Do.
.....	22 96	Exhibit 64, Ex. Doc. 16, H. R,, 1885	Do.
.....	882 14		
.....	103 40	Exhibit 53, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	242 40	Charges, free	Do.
.....	76 76	....do	Do.
.....	409 40	Exhibit H. H., Ex. Doc. 13, H. R., 1882	Do.
.....	154 66		

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1885.			
Dec. 17	Saint Louis and Mississippi Valley Transportation Co.	Refund of duty on wire rods (New Orleans)	$6,388 44
17	Kasebier & Androvette	Refund duty on varnish (Plattsburgh, N. Y.)	984 71
18	Thomas Leyland & Co	Refund duty on dye-stuffs (Boston)	10 85
18	J. B. Lippincott & Co	Refund duty on books (Philadelphia)	3 75
18	William Hendrie	Refund duty on horse (Suspension Bridge)	100 00
18	D. N. Messinger	Refund duty on tonnage (Boston)	2 28
18	William Phillipson	Refund duty on ($41.10 and $41.70) paper (Chicago).	82 80
18	Wells, Fargo & Co	Refund duty on plaster casts (El Paso)	9 33
21	Hirschfeld & Stern	Excessive fees (New York)	79 60
21	....do	....do	30 80
21	Thomas Leyland & Co	Excessive duty on dye-stuffs (Boston)	224 65
21	Roberts, Cushman & Co	Excessive duty on paper (New York)	23 60
21	Van Horne, Griffin & Co	Excessive duty on precious stones (New York)	60 90
21	William Wall's Sons	Excessive duty on manila rope (New York)	64 78
21	....do	Excessive duty on manila hemp (New York)	34 37
21	....do	....do	40 94
22	Francis A. Hardy	Excessive duty on pebbles (Chicago)	49 60
22	....do	....do	16 80
22	Hardy & Cox	....do	2 30
22	F. Butterfield & Co	Excessive duty on dress goods (New York)	1,331 60
22	....do	....do	47 25
22	G. E. Brett	Excessive duty on books over 20 years old (New York).	5 25
22	Dinglestedt & Co	Excessive duty on clay pipes (New York)	71 75
22	William Demuth	....do	54 25
22	N. Erlanger	Excessive duty on dress goods (New York)	75 53
22	....do	....do	29 05
22	....do	....do	133 35
22	F. J. C. Ferris & Co	Excessive duty on pins (New York)	64 35
22	E. Fougera & Co	Excessive duty on medicinal preparations (New York).	117 50
22	John A. McSorley & Son	Excessive duty on church regalia (New York)	19 15
22	Neuss, Hésslein & Co	Excessive duty on pins (New York)	20 85
22	S. Rosenberg & Co	Excessive duty on dress goods (Yew York)	160 29
29	M. Henderson	Excessive duty on hemp (Suspension Bridge)	21 00
29	Alexander Harvey	Excessive duty on curling stones (Denver, Colo.)	25 78
29	George W. Sheldon & Co	Excessive duty on tin plate (Chicago)	28 62
29	James T. Kenny	Excessive tonnage (Marquette, Mich.)	9 67
29	Lond, Claridge & Co	Excessive tonnage (Baltimore, Md.)	13 68
29	A. Schrieber	Excessive tonnage (New Orleans)	35 40
29	W. F. Whitehouse	Excessive duty on memorial tablet (Chicago)	70 20
29	Mihalovitch, Fletcher & Co.	Excessive duty on fruit juice (Cincinnati)	157 40
29	Quong Wah Lung	Excessive duty on dried lily flowers (Chicago)	3 00
31	H. T. Hopkins	Excessive duty on peas (Cape Vincent)	87 05
31	Joseph Winchester	Excessive duty on coal (San Diego, Cal.)	21 32
31	Frank Austin	Excessive duty on mare (Aroostook, Me.)	30 00
31	Charles Glanz	Excessive duty on seal skins (Chicago)	18 00
31	....do	....do	8 40
31	L. Manasse	Excessive duty on albums (Chicago)	15 25
31	Vergho, Ruhling & Co	Excessive duty on toys (Chicago)	22 60
31	F. Campeglia	Excessive duty on beans (New York)	12 30
31	Henry Dreyfus	Excessive duty on quinine (New York)	3 50
31	Dreyfus, Weiller & Co	Excessive duty on pins (New York)	22 05
31	Edelhoff & Rinke	Excessive duty on cotton (New York)	63 80
31	A. Keppelmann	Excessive duty on ochery earth (New York)	32 25
31	John W. Mason & Co	Excessive duty on wire rope (New York)	61 24
31	L. W. Morris & Son	Excessive duty on books (New York)	47 50
31	....do	Excessive duty on antiquities (New York)	338 10
31	J. Rosenthal & Co	Excessive duty on hand mirrors (New York)	14 47
31	William Wall's Sons	Excessive duty on hemp (New York)	32 50
31	Wendt, Steinhauser & Co	Excessive duty on merchandise (New York)	5 00
1886.			
Jan. 4	F. Hoose	Excessive fees (New York)	195 60
4	F. A. Hirsch	....do	14 20
4	E. Unkart	....do	91 00
4	Francis A. Hardy	Excessive duty on Brazil pebbles (Chicago)	80 55
5	Babcock, Bros. & Co	Excessive duty on tin plates (New York)	91 29
5	Joseph Byrne & Co	....do	309 58
5	W. Cunningham & Son	Excessive duty on goatskin robes (New York)	1,500 50
5	Rothfeld, Stern & Co	Excessive duty on cottons (New York)	205 17
6	D. H. Arnold & Co	Excessive duty on worsted dress goods (New York).	10 57
6	H. Bernheimer, Son & Co	....do	87 01
6	N. Erlanger	....do	27 35
6	J. W. Goddard & Son	....do	99 89
6	Lesher, Whitman & Co	....do	31 66
6	E. Schumacher & Co	....do	47 25

by the Treasury Department, &c.—Concluded.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$6,388 44	Error in classification	Sec. 3012½, R. S.
.....	984 71	.....do	Do.
.....	10 85	Charges, free	Do.
.....	3 75	Domestic manufactures, free	Do.
.....	100 00	Free	Do.
.....	2 28		
.....	82 80	Exhibit 13	Sec. 3012½, R. S.
.....	9 33	For museum, free	Do.
.....	79 60	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	30 80	.....do	Do.
.....	224 65	Charges free	Do.
.....	23 60	Exhibit 13	Do.
.....	60 90	Error in classification	Do.
.....	64 78	Rope for ship, free	Do.
.....	34 37	Hemp for ship, free	Do.
.....	40 94	.....do	Do.
.....	49 60	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	16 80	.....do	Do.
.....	2 30	.....do	Do.
.....	1,331 60	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	47 25	.....do	Do.
.....	5 25	Free	Do.
.....	71 75	Charges free	Do.
.....	54 25	.....do	Do.
.....	75 53	Exhibit 64, Ex. Doc. 16, H. R. 1885	Do.
.....	29 05	.....do	Do.
.....	133 35	.....do	Do.
.....	64 35	Exhibit 8	Do.
.....	117 50	Exhibit 9	Do.
.....	19 15	Free	Do.
.....	20 85	Exhibit 8	Do.
.....	160 29	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	21 00	Hemp for ship, free	Do.
.....	25 78	Free	Do.
.....	28 62	Short shipment	Do.
.....	9 67		
.....	13 68		
.....	35 40		
.....	70 20	Free	Sec. 3012½, R. S.
.....	157 40	Value reduced on reappraisement	Do.
.....	3 00	Error in classification	Do.
.....	87 05	Exhibit 5	Do.
.....	21 32	Excessive deposits	Do.
.....	30 00	Free	Do.
.....	18 00	Charges free	Do.
.....	8 40	.....do	Do.
.....	15 25	Error in classification	Do.
.....	22 60	.....do	Do.
.....	12 30	Exhibit 5	Do.
.....	3 50	Exhibit 30, Ex. Doc. 16, H. R., 1885	Do.
.....	22 05	Exhibit 8	Do.
.....	63 80	Exhibit 14	Do.
.....	32 25	Free	Do.
.....	61 24	Rope for ship, free	Do.
.....	47 50	For library, free	Do.
.....	338 10	Free	Do.
.....	14 47	Exhibit 50, Ex. Doc. 152, H. R., 1885	Do.
.....	32 50	Hemp for ship, free	Do.
.....	5 00	Clerical error	Do.
.....	195 60	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	14 20	.....do	Do.
.....	91 00	.....do	Do.
.....	80 55	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	91 29	Exhibit 1	Do.
.....	309 58	.....do	Do.
.....	1,500 50	Exhibit 85, Ex. Doc. 152, H. R., 1885	Do.
.....	205 17	Exhibit 14	Do.
.....	10 57	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	87 01	.....do	Do.
.....	27 35	.....do	Do.
.....	99 89	.....do	Do.
.....	31 66	.....do	Do.
.....	47 25	.....do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Jan. 6	C. M. Vom Baur	Excessive duty on hat trimmings (New York)	$828 30
7	F. Vietor & Achelis	Excessive duty on dress goods (New York)	13 30
7	F. R. Arnold & Co	Excessive duty on charcoal (New York)	21 50
7	S. Dessau	Excessive duty on household effects (New York)	323 35
7	Dreyfus, Kohn & Co	Excessive duty on ribbons (New York)	11 40
7	Kempner & Weil	Excessive duty on beaded hat-crowns (New York)	49 50
7	John W. Mason & Co	Excess of duty on wire rope (New York)	57 29
8	Falkner, Bell & Co	Excess of duty on soap stock (San Francisco)	2,393 99
8	The John Shillito Company	Excess of duty on dress goods (Cincinnati)	16 59
8	New Bedford Cordage Co	Excess of duty on hemp (New Bedford)	108 36
8	do	do	288 04
8	Warren W. Rawson	Excess of duty on raffia fiber (Boston)	20 81
8	James Power, jr	Excess of duty on horses (Port Huron)	48 05
8	Wetmore, Cryder & Co	Excess of duty on wrong valuation Chinese teals (New York).	445 80
8	Mandel Brothers	Excess of duty on household furniture (Chicago)	6 65
9	Otto Young & Co	Excess of duty on pebbles (Chicago)	203 40
9	do	do	22 00
9	do	do	4 10
9	W. A. Prior & Co	Excess of duty on silks (Chicago)	20 00
12	I. A. Whittemore	Excess of duty on peas (Cape Vincent, N. Y.)	12 90
13	Hart and Young	Excess of duty on cotton goods (Boston)	10 47
13	F. H. Pattee	Excess of duty on coal (San Diego, Cal.)	10 65
13	Marshall Field & Co	Excess of duty on cotton hose (Chicago)	7 20
13	Arnold, Constable & Co	Excess of duty on dress goods (New York)	186 83
13	do	do	52 01
13	do	Excess of duty on thread lace (New York)	23 90
13	W. F. Milton & Co	Excess of duty on wrong valuation teal (New York.)	99 60
13	H. Wolf & Co	Excess of duty on pins (New York)	28 35
13	do	Excess of duty on purses (New York)	8 10
13	A. Wimpfheimer & Co	Excess of duty on hat trimmings (New York)	655 50
16	James H. Walker & Co	Excess of duty on wool shawls (Chicago)	16 85
16	Walter W. B. Rodger	Excess of duty on camera (Port Huron)	22 50
19	T. Arnold	Excess of duty on dress goods (New York)	54 11
19	Henry Beste	Excess of duty on molasses (New York)	4 64
19	H. Herrman, Sternbach & Co.	Excess of duty on dress goods (New York)	49 00
19	C. T. Petchell	Excess of duty on soot (New York)	2 25
19	Hardt, Von Bermuth & Co	Excess of duty on goat's hair (New York)	168 97
19	Catharine L. Wolfe	Excess of duty on antique vase (New York)	250 00
19	Martin Bates, jr., & Co	Excess of duty on hat trimmings (New York)	658 50
19	T. C. Dempsey	Excess of duty on manganese (Ogdensburg)	48 00
19	W. S. Leonard	Excess of duty on wearing apparel (Ogdensburg)	10 50
19	S. L. Barns	do	10 50
19	J. J. Buchey & Co	Excess of tonnage tax (Philadelphia)	35 61
19	The John Shillito Company	Excess of duty on dress goods (Cincinnati)	6 72
21	H. Fogg & Co	Excess of duty (wrong valuation) on teal (New York).	1,502 75
22	Fleitmann & Co	Excess of duty on hat trimmings (New York)	249 00
22	H. Fogg & Co	Excess of duty (wrong valuation) on teal (New York).	1,178 80
22	Duden & Co	Excess of duty on thread lace (New York)	3 60
22	A. Wimpfheimer & Co	Excess of duty on hat-bands (New York)	201 60
23	Otto Young & Co	Excess of duty on opera glasses (Chicago)	348 00
23	Louis Manasse	do	156 60
23	do	do	102 00
23	F. A. Hardy & Co	Excess of duty on pebbles (Chicago)	37 70
23	E. W. Blatchford	Excess of duty on lamps, painting, &c. (Chicago)	30 40
23	Thomas Leyland & Co	Excess of duty on dye-stuffs (Boston)	131 70
23	Rheinstrom Bros	Excess of duty on fruit juice (Cincinnati)	80 27
23	John Reeve (consignee)	Excess of duty on peas (Burlington)	84 10
23	Horatio G. Coykendall	Excess of duty on mules (Saint Vincent)	154 00
23	H. T. Hopkins	Excess of duty on peas (Cape Vincent)	384 98
23	Burley & Co	Excess of duty on shades (Chicago)	4 00
23	Hatheway & Co	Excess of tonnage (Boston)	3 36
23	William Anderson	Excess of tonnage (Marquette)	8 49
27	W. C. Hall	Excess of tonnage (Georgetown)	15 42
28	Gideon F. Holmes	Excess of duty on hemp (Plymouth)	155 66
28	do	do	27 79
28	The Sour Mash Distilling Co.	Excess of duty on whisky (Louisville)	52 20
Feb. 2	F. Butterfield & Co	Excess of duty on worsted dress goods (New York).	1,022 77
2	N. Erlanger	do	604 81
2	Lesher, Whitman & Co	do	96 53
2	John W. Mason & Co	Excess of duty on wire rope (New York)	22 22
2	Rothfeld, Stern & Co	Excess of duty on worsted dress goods (New York).	297 92
2	E. Schumacher & Co	do	134 82
2	Slover & Tyler	Excess of duty on hemp (New York)	22 19

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$828 30	Exhibit 76, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	13 30	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	21 50	Exhibit 15	Do.
.....	323 35	Immigrant's effects, free	Do.
.....	11 40	Error in classification	Do.
.....	49 50	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	57 29	Wire rope for ship, free	Do.
.....	2,393 99	Error in classification	Do.
.....	16 59	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	108 36	Hemp for ship, free	Do.
.....	288 04	....do	Do.
.....	20 81	Exhibit 16	Do.
.....	48 05	Free	Do.
.....	445 80	Erroneous valuation of currency	Do.
.....	6 65	Free, immigrant's effects	Do.
.....	203 40	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	22 00	....do	Do.
.....	4 10	....do	Do.
.....	20 00	Short shipment	Do.
.....	12 90	Exhibit 5	Do.
.....	10 47	Error in classification	Do.
.....	10 65	Excess of deposits	Do.
.....	7 20	Error in entry	Do.
.....	186 83	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	52 01	do	Do.
.....	23 90	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	99 60	Erroneous valuation, Chinese currency	Do.
.....	28 35	Exhibit 8	Do.
.....	8 10	Exhibit 28, Ex. Doc. 152, H. R., 1885	Do.
.....	655 50	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	16 85	Error in liquidation	Do.
.....	22 50	Personal effects, free	Do.
.....	54 11	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	4 64	Short shipment	Do.
.....	49 00	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	2 25	For fertilizing purposes, free	Do.
.....	168 97	Exhibit G, Ex. Doc. 13, H. R., 1882	Do.
.....	250 00	Free	Do.
.....	658 50	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	48 00	Exhibit 17	Do.
.....	10 50	Immigrant's effects, free	Do.
.....	10 50	....do	Do.
.....	35 61		
.....	6 72	Exhibit 64, Ex. Doc. 16, H. R., 1885	Sec. 3012½, R. S.
.....	1,502 75	Erroneous valuation, Chinese currency	Do.
.....	249 00	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	1,178 80	Erroneous valuation, Chinese currency	Do.
.....	3 60	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	201 60	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	348 00	Judgment United States circuit court	Do.
.....	156 60	....do	Do.
.....	102 00	....do	Do.
.....	37 70	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	30 40	Short shipment	Do.
.....	131 70	Charges, free	Do.
.....	80 27	Error in classification	Do.
.....	84 10	Exhibit 5	Do.
.....	154 00	Domestic origin, free	Do.
.....	384 98	Exhibit 5	Do.
.....	4 00	Short shipment	Do.
.....	3 36		
.....	8 49		
.....	15 42		
.....	155 66	Hemp for ship, free	Sec. 3012½, R. S.
.....	27 79	....do	Do.
.....	52 20	Error in gauge	Do.
.....	1,022 77	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	604 81	....do	Do.
.....	96 53	....do	Do.
.....	22 22	Wire rope for ship, free	Do.
.....	297 92	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	134 82	....do	Do.
.....	22 19	Hemp for ship, free	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Feb. 2	George W. Sheldon & Co ...	Excess of duty on venetian red (New York)	$110 00
2	Taylor & Mathews	Excess of duty on worsted dress goods (New York).	108 36
2	John Wanamaker	Excess of duty (wrong valuations) on florin (New York).	133 70
3	K. S. Nickerson.....	Excess of duty on steamboat fees (Savannah) ...	15 00
3	A. C. Maclay.....	Excess of duty on sleigh robes (New York).....	4, 147 35
3	D. M. Ferry & Co.....	Excess of duty on seeds (Detroit).....	4, 158 20
3	.....do	.....do	85 40
3	.....do	.....do	37 60
3	Cutler Bros. & Co	Excess of duty on soap (Boston)	8 40
3	Anheuser-Bush Brewing Co.	Excess of duty on rice (Saint Louis).....	4, 544 00
3	D. M. Ferry & Co.....	Excess of duty on seeds (Detroit).....	332 60
3	Richardson Drug Company.	Excess of duty on surgical instruments (Saint Louis).	10 20
4	Alpheus Hardy & Co	Excess of duty on soap (Boston).....	54 00
4	E. A Yorke.....	Excess of tonnage (New Orleans)..	97 20
4	C. F. Hovey & Co.....	Excess of duty on hosiery, shirts, &c. (Boston)..	1, 084 72
4	..... do	.....do	716 87
4	Cæsar Gondolfo	Excess of duty on proceeds of sale umbrellas (New Orleans).	247 03
5	Randall, Goodale & Co.....	Excess of duty on wire rope (Boston)	108 84
5	Joseph Nickerson & Co.....	.....do	3 90
5	A. Giese & Glocke	Excess of duty on clay (New York)..... ...	444 15
6	James Palser	Excess of duty on theatrical scenery (Suspension Bridge).	105 00
8	Otto Young & Co	Excess of duty on pebbles (Chicago).....	24 70
8	Charles Glanz	Excess of duty on furs (Chicago).	25 60
8	Fiske, Clarke & Flagg.....	Excess of duty on cottons (New York)	4 90
8	A. Giese & Glocke.....	Excess of duty on clay (New York).....	303 30
8	.....do	..... do	208 80
8	Kasebier & Androvette.....	Excess of duty on varnish (New York)	1, 741 52
8	S. Rosenberg & Co.....	Excess of duty on dress goods (New York)	412 97
11	Cæsar Gondolfo.....	Proceeds of goods seized and sold, customs, (New Orleans).	247 03
12	C. F. Hovey & Co.....	Excess of duty on merino shirts and drawers (Boston).	1, 884 25
12	D. M. Ferry & Co.....	Excess of duty on mangel-wurzel and sugar-beet seed (Detroit).	267 80
12	George Campbell & Co.....	Excess of labor charges on wool (Philadelphia)..	16 00
12	Fleitmann & Co	Excess of duty on hat-trimmings (New York) ..	1, 261 80
12	Geo. S. Haskell & Co	Excess of duty on mangel-wurzel and turnip seed (Chicago).	93 20
12	Albert, Haager & Waldberger.	Excess of duty on overvaluation of Austrian florin (New York).	39 20
12	F. G. Brown	Excess of duty on cement casks (New York) ..	120 00
12	Brokaw Bros	Excess of duty on worsted dress goods (New York).	245 35
12	Calhoun, Robbins & Co.....	Excess of duty on scrap-books (New York)	16 20
12	W. H. De Forest.....	Excess of duty on manufactures of silk and cotton (New York).	7 35
12	Dieckerhoff, Raffloer & Co..	Excess of duty on pins (New York]	21 90
12	N. Erlanger	Excess of duty on cotton goods (New York).....	13 10
12	Geo. M. Grant & Bro	Excess of duty on cement casks (New York) ...	9 80
12	A. Giese & Glocke	Excess of duty on earth or clay (New York)	62 40
12	Hayward, Perry & Ryer....	Excess of duty on silk floss (New York)	3 40
12	Kaufmann and Strauss	Excess of duty on scrap-books (New York).....	111 40
12	Copeland Kell	Excess of duty on dress goods (New York).....	304 42
12	John W. Mason & Co.....	Excess of duty on wire rope for repairs of vessel (New York).	182 95
12	T. H. Reynolds	Excess of duty on glycerine casks (New York) ..	71 40
12	Sussfeld, Lorsch & Co	Excess of duty on spectacle lenses (New York)..	116 60
12	Strauss, Kupfer & Co	Excess of duty on silk and cotton goods (New York).	18 60
12	Stone and Firth	Excess of duty on dress goods (New York)	82 04
12	Lucas Thompson & Co	Excess of duty on machine needles (New York).	12 40
12	L. Weddigen & Co...	Excess of duty on dress goods (New York)	47 53
12	Henry Zimmeru	Excess of duty on American watches, &c. (New York).	19 25
12	Geo. Friend, Son & Co	Excess of duty on mackerel (Boston)	398 00
15	G. Riesmeyer	Duty on wine destroyed by fall of warehouse (Saint Louis).	94 20
20	Joseph Morewood	Surplus of proceeds of sales of unclaimed goods (New Orleans).	326 73
23	Andrew Shingler	Duty on immigrant's team (Port Huron, Mich.)..	27 00
23	Telesphore Meunier	Duty on immigrant's team (Detroit, Mich.)	123 50
23	Sibley, Lindsay and Curr ...	Excess of duty on manufactures of cotton and wool (Rochester, N. Y.)	11 65
Mar. 5	The Pettibone Mfg. Co	Excess of duty on metal braid (Cincinnati)	167 75

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$110 00	Charges, free	Sec. 3012½, R. S.
.....	108 36	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	133 70	Erroneous valuation, Austrian currency	Do.
.....	15 00	.....	
.....	4,147 35	Exhibit 85, Ex. Doc. 152, H. R., 1885	Sec. 3012½, R. S.
.....	4,158 20	Exhibit 18	Do.
.....	85 40	.....do	Do.
.....	37 60	.....do	Do.
.....	8 40	Charges, free	Do.
.....	4,544 00	Exhibit 49, Ex. Doc. 16, H. R., 1885	Do.
.....	332 60	Exhibit 18	Do.
.....	10 20	Error in classification	Do.
.....	54 00	Charges, free	Do.
.....	97 20	.....	
.....	1,084 72	Charges, free	Do.
.....	716 87	.....do	Do.
.....	247 03	.....	
.....	108 84	Wire rope for ship, free	Sec. 3012½, R. S.
.....	3 90	.....do	Do.
.....	444 15	Exhibit 19	Do.
.....	105 00	Free	Do.
.....	24 70	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	25 60	Charges, free	Do.
.....	4 90	Error in classification	Do.
.....	303 30	Exhibit 19	Do.
.....	208 80	.....do	Do.
.....	1,741 52	Exhibit 50, Ex. Doc. 16, H. R., 1885	Do.
.....	412 97	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	247 03	.....	
.....	1,884 25	Charges, free	Sec. 3012½, R. S.
.....	267 80	Exhibit 18	Do.
.....	16 00	Erroneously exacted	Do.
.....	1,261 80	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	93 20	Exhibit 18	Do.
.....	39 20	Excessive valuation Austrian currency	Do.
.....	120 00	Charges, free	Do.
.....	245 35	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	16 20	Exhibit 20	Do.
.....	7 35	Error in classification	Do.
.....	21 90	Exhibit 8	Do.
.....	13 10	Exhibit 14	Do.
.....	9 80	Charges, free	Do.
.....	62 40	Exhibit 19	Do.
.....	3 40	Exhibit 11, Ex. Doc. 16, H. R., 1885	Do.
.....	111 40	Exhibit 20	Do.
.....	304 42	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	182 95	Wire rope for ship, free	Do.
.....	71 40	Charges, free	Do.
.....	116 60	Exhibit 92, Ex. Doc. 152, H. R., 1885	Do.
.....	18 60	Error in classification	Do.
.....	82 04	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	12 40	Error in classification	Do.
.....	47 53	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	19 25	Domestic manufactures, free	Do.
.....	398 00	Product American fisheries, free	Do.
.....	94 20	Allowance for damage	Do.
.....	326 73	.....	
.....	27 00	Free	Sec. 3012½, R. S.
.....	123 50	.....do	Do.
.....	11 65	Charges, free, Exhibit 22	Do.
.....	167 75	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Mar. 5	H. W. Avery	Excess of duty on wire baskets (Chicago)	$1 25
5	The Hamburger and Garrity Company.	Excess of duty on cigar boxes (Chicago)	8 50
5	Sperry & Barnes	Excess of duty on salt (New Haven)	6 72
6	H. Hennequin & Co	Excess of fees (New York)	18 60
6	Yard, Gilmore & Co., and E. Yard & Co.	do	90 80
8	Fowler, Foote & Co	Excess of marine hospital dues (Norfolk)	8 56
8	Almon Hasner	Excess of duty on mare (Detroit)	63 00
8	Joseph Nickerson & Co	Excess of duty on wire rope (Boston)	85 02
8	Randall, Goodale & Co	do	129 45
10	De Bary & Scherpenhausen, and F. De Bary.	Excess of fees (New York)	83 40
10	Best & Russell	Excess of duty on cigar boxes (Chicago)	290 25
10	Chapin & Gore	do	94 75
10	Kantzler & Hargis	do	164 25
10	Sprague, Warner & Co	do	468 25
10	Marshall Field & Co	Excess of duty on cartons (Chicago)	591 30
10	E. D. Morris & Co	Excess of duty on encaustic tiles (Chicago)	16 50
10	G. W. Sheldon & Co	Excess of duty on burlaps (Chicago)	44 80
10	E. B. Burrell	Excess of duty on personal effects (Port Huron, Mich.).	5 25
10	D. S. Stetson & Co	Excess of tonnage tax (Philadelphia)	12 60
11	C. Barsotti & Co	Excess of duty on wine (New York)	189 60
11	George Borgfeldt & Co	Excess of duty on scrap-books (New York)	59 20
11	Cheney Bros	Excess of duty on card clothing (New York)	200 34
11	R. F. Downing & Co	Excess of duty on peas (New York)	22 90
11	Hartwig, Schrader & Co	Excess of duty on shrimps (New York)	4 75
11	Heller & Merz	Excess of duty on manufactured earth (New York).	81 25
11	Recknagel & Co	Excess of duty on soy (New York)	46 20
11	C. B. Richard & Co	Excess of duty on periodicals (New York)	25 50
11	W. H. Schieffelin & Co	Excess of duty on medicinal preparations (New York).	38 50
11	H. H. Schwietering, Stursberg & Co.	Excess of duty on hat trimmings (New York)	142 80
16	J. W. Goddard & Son	Excess of duty on dress goods (New York)	867 33
16	Hitchcock & Potter	do	592 20
16	Lahey & Dubord	Excess of duty on worsted (New York)	11 39
16	Adelors Leblanc	Excess of duty on horses (Detroit)	80 00
16	J. W. Hampton, jr., & Co	Excess of duty on steel button needles (Philadelphia).	7 00
16	H. Wheatley	Excess of duty on boxes of shells (Pensacola)	11 75
16	J. D. Shatford	Excess of duty on horse (Eastport)	12 00
16	Howard Fleming	Excess of duty on barrels cement (New York)	242 60
16	A. C. Babson	do	222 60
16	Robert Donald	Excess of duty on thread lace (New York)	997 00
16	do	do	427 60
16	Lahey & Dubord	do	8 40
16	W. H. Wisner	Excess of duty on currency (New York)	115 50
17	J. H. Mapleson	Excess of duty on theatrical properties (New York).	261 25
17	E. Thiele	Excess of duty on barrels cement (Philadelphia)	826 00
17	O. W. Pollitz & Co	Excess of fees (New York)	91 00
18	William Cochrane	Excess of duty on musical instruments (Chicago)	8 75
18	do	Excess of duty on cigars (Chicago)	19 00
18	Grommes & Ulrich	do	278 00
18	E. Hoffman	do	24 75
18	George Luerssen & Co	do	23 50
18	A. Shire	do	109 00
18	Thorwart & Roehling	do	15 25
18	Elgin National Watch Company.	Excess of duty on steel wire (Chicago)	275 83
18	do	do	162 15
18	do	do	56 32
19	John C. Chaffin & Co	Excess of duty on merino shirts (Boston)	88 00
19	do	Excess of duty on merino hosiery (Boston)	10 12
19	Alurs & Doepke	Excess of duty on cartons (Cincinnati)	15 05
19	Bohm Bros. & Co	do	72 20
19	Knost Bros. & Co	do	12 10
19	do	do	24 65
19	Lowman, Sons & Co	do	23 20
19	The John Shillito Company.	do	26 10
19	do	do	38 65
19	Labold & Newburgh	Excess of duty on wine (Cincinnati)	173 25
19	Wells & Drummond	Excess on sale of unclaimed goods (lemons), (New York).	108 56
19	The Pettibone Manufacturing Company.	Excess of duty on metal galloons (Cincinnati)	19 00

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$1 25	Error in classification	Sec. 3012½, R. S.
.....	8 50	Charges, free. Exhibit 22	Do.
.....	6 72	Short shipment	Do.
.....	18 60	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	90 80	.... do	Do.
.....	8 56	.....	Do.
.....	63 00	Free	Do.
.....	85 02	Wire rope for ship, free	Do.
.....	129 45	... do	Do.
.....	83 40	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	290 25	Charges, free. Exhibit 22	Do.
.....	94 75	.....do	Do.
.....	164 25	.....do	Do.
.....	468 25	.... do	Do.
.....	591 30	.. do	Do.
.....	16 50	Error in classification	Do.
.....	44 80	Exhibit 61, Ex. Doc. 16, H. R., 1885	Do.
.....	5 25	Free	Do.
.....	12 60	.....	Do.
.....	189 60	Error in quantity	Do.
.....	59 20	Exhibit 20	Do.
.....	200 34	Error in classification	Do.
.....	22 90	Exhibit 5	Do.
.....	4 75	Free	Do.
.....	81 25	Exhibit 19	Do.
.....	46 20	Allowance for leakage	Do.
.....	25 50	Free	Do.
.....	38 50	Exhibit 3	Do.
.....	142 80	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	867 33	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	592 20	..... do	Do.
.....	11 39	.....do	Do.
.....	80 00	Free, immigrant's team	Do.
.....	7 00	Exhibit 21	Do.
.....	11 75	Immigrant's effects, free	Do.
.....	12 00	Free, domestic origin	Do.
.....	242 60	Charges, free. Exhibit 22	Do.
.....	222 60	.....do	Do.
.....	997 00	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	427 60	..... do	Do.
.....	8 40	do	Do.
.....	115 50	Erroneous valuation, Chinese currency	Do.
.....	261 25	Free	Do.
.....	826 00	Charges, free. Exhibit 22	Do.
.....	91 00	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	8 75	Charges, free. Exhibit 22	Do.
.....	19 00	..... do	Do.
.....	278 00	.....do	Do.
.....	24 75	..... do	Do.
.....	23 50	.....do	Do.
.....	109 00	.....do	Do.
.....	15 25	.....do	Do.
.....	275 83	Error in classification	Do.
.....	162 15	.....do	Do.
.....	56 32	.....do	Do.
.....	88 00	Exhibit KK, Ex. Doc. 13, H. R., 1882	Do.
.....	10 12	do	Do.
.....	15 05	Charges, free. Exhibit 22	Do.
.....	72 20	.....do	Do.
.....	12 10	.....do	Do.
.....	24 65	.....do	Do.
.....	23 20	.....do	Do.
.....	26 10	.....do	Do.
.....	38 65	.....do	Do.
.....	173 25	Allowance for damage	Do.
.....	108 56	.....	
.....	19 00	Exhibit 1, Ex. Doc. 16, H. R., 1885	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Mar. 19	Johnston & Erwin	Excess of duty on cottons (Indianapolis)	$173 10
22	Archie McMillan	Excess of duty on wearing-apparel (Port Huron)	7 25
25	Galwey & Casado	Excess of fees (New York)	150 80
25	Mercial & Co	Excess of duty on barrels of cement (Philadelphia).	292 00
25	Morris Ebert	ditto	17 20
25	George V. Morey	ditto	126 60
25	Howard Fleming	ditto	506 60
25	Max Von Augern	ditto	65 40
25	Belloni & Co	ditto	177 00
25	Camm & Thomas	ditto	167 00
26	James Brand	Excess of duty on barrels containing cement (New York).	5,428 60
26	H. Fleming	ditto	3,761 80
26	Sinclair & Babson	ditto	1,855 40
27	R. G. Norris & Co	Excess of duty on grease (Boston)	1,022 50
27	Bradley, Kurtz & Co	Excess of duty on jute bags (New Orleans)	31 60
27	ditto	ditto	292 00
27	ditto	ditto	146 00
27	Otto Hilmer	Excess of duty on metal goods (New Orleans)	54 00
27	U. Koen & Co	Excess of duty on cigar boxes (New Orleans)	19 25
27	ditto	ditto	23 75
27	ditto	ditto	5 50
27	ditto	ditto	22 50
27	ditto	ditto	9 25
27	M. Majean	Excess of duty on mineral water (New Orleans)	3 60
27	Mrs. Charles Trouilly	ditto	5 40
27	T. R. Keator & Co	Excess of duty on barrels cement (Philadelphia)	45 40
27	Charles Glanz	Excess of duty on furs (Chicago)	174 80
29	W. A. McLachlan	Excess of duty on mares (Detroit)	150 00
Apr. 3	Wm. Wall's Sons	Excess of duty on hemp (New York)	31 87
3	A. M. Warner & Co	Excess of duty on cotton table-covers (New York)	18 15
3	A. Weidman	Excess of duty on spangled ornaments (New York).	3 90
3	A. Wimpfheimer & Co	Excess of duty on hat materials (New York)	201 90
3	Alex. Whyte	Excess of duty on manufactures of cotton (New York).	26 45
3	Edward Kennelly	Excess of duty on repairs on canal-boat (Plattsburg).	12 04
3	Leo Roth	Excess of duty on clay pipes (Milwaukee)	66 15
3	Brown, Daughaday & Co	Excess of duty on cotton gloves (Saint Louis)	24 60
3	Rice, Stix & Co	ditto	9 60
5	Arnold, Constable & Co	Excess of duty on worsted dress goods (New York).	393 75
5	ditto	ditto	287 00
5	B. Blumenthal & Co	Excess of duty on buttons (New York)	28 30
5	L. Dejonge & Co	Excess of duty on paper (New York)	3 15
5	Wm. Demuth & Co	Excess of duty on india-rubber articles (New York).	259 65
5	L. H. Mace & Co	Excess of duty on musical instruments (New York).	26 10
5	T. Pabst & Co	Excess of duty on seeds (New York)	1 20
5	Speilman & Co	Excess of duty on manufactures of goat's hair and cotton (New York).	73 78
5	A. Steinhardt & Bro	Excess of duty on pins and buttons (New York)	20 70
5	C. M. Vom Baur	Excess of duty on cotton-lace handkerchiefs (New York).	27 95
5	L. Manasse	Excess of duty on opera-glasses (Chicago)	283 40
5	ditto	ditto	19 00
5	The John Shillito Company	Excess of duty on tarlatan (Cincinnati)	41 42
5	L. Westergaard & Co	Excess of compensation (Philadelphia)	7 00
6	Otto Young & Co	Excess of duty on opera-glasses (Chicago)	48 60
6	do	ditto	16 20
7	Mrs. Elizabeth Brown	Excess of duty on horses (Port Huron)	130 00
7	Julius Bauer & Co	Excess of duty on cartons, boxes, &c. (Chicago)	5 00
7	Burley & Tyrrell	ditto	15 30
7	Carson, Pirie, Scott & Co	ditto	69 15
7	Cutter & Crossette	ditto	51 10
7	Edson Keith & Co	ditto	12 25
7	John V. Farwell & Co	ditto	523 75
7	Farwell, Huling & Co	ditto	8 40
7	G. H. Foster & Co	ditto	40 40
7	A. S. Gage & Co	ditto	23 60
7	Young, Walton & Co	Excess of duty on bark extract (Boston)	77 00
7	Best & Russell	Excess of duty on cigars (Chicago)	718 75
7	Chapin & Gore	ditto	217 50
7	ditto	ditto	588 25
7	ditto	ditto	43 75
	Kantzler & Hargis	ditto	142 00

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$173 10	Error in classification	Sec. 3012½, R. S.
.....	7 25	Immigrants' effects, free	Do.
.....	150 80	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	292 00	Charges, free. Exhibit 22	Do.
.....	17 20	.....do	Do.
.....	126 60	.....do	Do.
.....	506 60	.....do	Do.
.....	65 40	.....do	Do.
.....	177 00	.....do	Do.
.....	167 00	.....do	Do.
.....	5,428 60	.....do	Do.
.....	3,761 80	.....do	Do.
.....	1,855 40	.....do	Do.
.....	1,022 50	.....do	Do.
.....	31 60	.....do	Do.
.....	292 00	.....do	Do.
.....	146 00	.....do	Do.
.....	54 00	.....do	Do.
.....	19 25	.....do	Do.
.....	23 75	.....do	Do.
.....	5 50	.....do	Do.
.....	22 50	.....do	Do.
.....	9 25	.....do	Do.
.....	3 60	Free	Do.
.....	5 40	.....do	Do.
.....	45 40	Charges, free. Exhibit 22	Do.
.....	174 80	.....do	Do.
.....	150 00	Free	Do.
.....	31 87	Hemp for ship, free	Do.
.....	18 15	Exhibit 23	Do.
.....	3 90	Exhibit 24	Do.
.....	201 90	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	26 45	Exhibit 14	Do.
.....	12 04	Free	Do.
.....	66 15	Charges, free. Exhibit 22	Do.
.....	24 60	Error in classification	Do.
.....	9 60	.....do	Do.
.....	393 75	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	287 00	.....do	Do.
.....	28 30	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	3 15	Error in classification	Do.
.....	259 65	.....do	Do.
.....	26 10	.....do	Do.
.....	1 20	Exhibit 18	Do.
.....	73 78	Exhibit G, Ex. Doc. 13, H. R., 1882	Do.
.....	20 70	Exhibit 37, Ex. Doc. 16, H. R., 1885, and Exhibit 8	Do.
.....	27 95	Error in classification	Do.
.....	283 40	Judgment of United States circuit court	Do.
.....	19 00	do	Do.
.....	41 42	Charges, free. Exhibit 22	Do.
.....	7 00	Excess of compensation of night inspector	Do.
.....	48 60	Judgment of United States circuit court	Do.
.....	16 20	.....do	Do.
.....	130 00	Immigrants' team, free	Do.
.....	5 00	Charges, free. Exhibit 22	Do.
.....	15 30	.....do	Do.
.....	69 15	.....do	Do.
.....	51 10	.....do	Do.
.....	12 25	.....do	Do.
.....	523 75	.....do	Do.
.....	8 40	.....do	Do.
.....	40 40	.....do	Do.
.....	23 60	.....do	Do.
.....	77 00	.....do	Do.
.....	718 75	.....do	Do.
.....	217 50	.....do	Do.
.....	588 25	.....do	Do.
.....	43 75	.....do	Do.
.....	142 00	.....do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Apr. 7	Adolph Shire	Excess of duty on cigars (Chicago)	$171 50
7	do	do	59 50
7	W. H. Schimpferman & Son	do	176 50
7	Sprague, Warner & Co	do	75 25
7	Otto Young & Co	Excess of duty on opera glasses (Chicago)	457 20
8	John W. Goetz & Co	Excess of duty on cartons, boxes, &c. (Chicago)	62 55
8	Lyon & Healy	do	46 00
8	Mandel Bros	do	70 30
8	Newman, Sulzbacher & Wedeles.	do	53 20
8	Schweitzer & Beer	do	15 45
8	Storm & Hill	do	11 65
8	Vergho, Ruhling & Co	do	106 70
8	James H. Walker & Co	do	46 90
8	Wilson Bros	do	388 45
8	G. R. Finlay & Co	Excess of duty on extracts (New Orleans)	107 00
8	Jules A. Gauche	Excess of duty on beer in bottles (New Orleans)	11 49
8	Marshall Field & Co	Excess of duty on cartons, boxes (Chicago)	708 80
10	Best, Russell & Co	Excess of duty on cigar boxes (Chicago)	335 50
10	Burley & Tyrrell	Excess of duty on cartons, boxes, &c. (Chicago)	41 95
10	Burley & Co	Excess of duty on cartons, &c. (Chicago)	11 40
10	Carson, Pirie, Scott & Co	Excess of duty on cartons, boxes, &c. (Chicago)	83 95
10	Chapin & Gore	Excess of duty on cigar boxes (Chicago)	197 25
10	Wm. Cochrane	do	21 75
10	Grommes & Ullrich	do	486 25
10	Gibson, Parish & Co	Excess of duty on cartons, &c. (Chicago)	15 00
10	A. S. Gage & Co	Excess of duty on cartons, boxes, &c. (Chicago)	5 60
10	Kantzler & Hargis	Excess of duty on cigar boxes (Chicago)	206 75
10	J. H. Lesher & Co	Excess of duty on cartons, &c. (Chicago)	4 40
10	Locke, Huleatt & Co	do	14 00
10	Lord, Owen & Co	Excess of duty on boxes, &c. (Chicago)	16 40
10	Lowenthal, Kaufman & Co	Excess of duty on cigar boxes (Chicago)	26 75
10	George Luerssen	do	17 50
10	E. N. Hurlbut & Co	Excess of duty on cartons, &c. (Chicago)	2 70
10	E. Hoffman	Excess of duty on cigar boxes (Chicago)	45 75
10	Hamburger and Garrity Co.	do	8 25
10	Mandel Bros	do	95 10
10	G. W. Sheldon & Co	Excess of duty on baling (Chicago)	22 40
10	A. Shire	Excess of duty on cigar boxes (Chicago)	83 25
10	W. H. Schimpferman & Son	do	29 25
10	Schweitzer & Beer	Excess of duty on boxes, &c. (Chicago)	47 40
10	Sprague, Warner & Co	Excess of duty on cigar boxes (Chicago)	698 00
10	Thorwart & Roehling	do	14 25
10	Vergho, Ruhling & Co	Excess of duty on cartons, boxes, &c. (Chicago)	50 45
10	Wilson Bros	do	107 95
10	J. H. Walker & Co	do	16 80
10	E. S. Jaffray & Co	Excess of duty on cottons (New York)	349 31
10	Levi Brothers	Excess of duty on buttons (New York)	60 00
10	Albert Lorsch	Excess of duty on unset paste (New York)	773 70
10	J. A. Maas & Co	do	57 80
10	T. Ollesheimer	do	154 35
10	Stone & Rosenblatt	do	65 25
10	F. Vietor & Achelis	Excess of duty on wrong valuation of Austrian florin (New York).	1,107 75
12	Locke, Huleatt & Co	Excess of duty on cartons, boxes, &c. (Chicago)	21 70
12	Merriam, Collins & Co	do	1 60
12	Mandel Brothers	Excess of duty on embroideries (Chicago)	55 50
12	James R. Thompson	Excess of duty on trunk (Chicago)	20 40
12	Edmond Dubois	Excess of duty on brandy fruit (New Orleans)	244 15
12	Bassetti & Xiques	do	100 55
12	Bradley, Kurtz & Co	Excess of duty on jute bags (New Orleans)	72 80
12	U. Koen & Co	Excess of duty on cigar boxes, &c. (New Orleans)	4 75
12	E. S. Jaffray & Co	Excess of duty on thread laces (New York)	117 90
12	H. Herman, Sternbach & Co.	Excess of duty on manufactures of goat's hair and cotton (New York).	1,573 70
12	Peter A. Frasse & Co	Excess of duty on polished steel bars (NewYork)	320 18
12	William R. Woodward *et al*	Excess of duty on paper filters (New York)	200 70
12	The New Haven Clock Company.	Excess of duty on parts of clocks (New York)	42 80
12	Schulze-Berge & Kochel	Excess of duty on egg-yolks (New York)	241 80
12	Waldo Bros	Excess of duty on cement (Boston)	37 00
12	The John Shillito Company	Excess of duty on boxes, &c. (Cincinnati)	69 65
12	Cutter & Crossette	Excess of duty on cartons, &c. (Chicago)	8 40
12	Marshall Field & Co	do	23 20
12	Lyon & Healy	Excess of duty on boxes, &c. (Chicago)	69 25
12	Root & Sons Music Company.	do	3 75
12	Schlesinger & Mayer	Excess of duty on cartons, boxes, &c. (Chicago)	3 60

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$171 50	Charges, free. Exhibit 22	Sec. 3012½, R. S.
.....	59 50	..... do	Do.
.....	176 50	.....do	Do.
.....	75 25	.....do	Do.
.....	457 20	Judgment United States circuit court	Do.
.....	62 55	Charges, free. Exhibit 22	Do.
.....	46 00	.....do	Do.
.....	70 30	.....do	Do.
.....	53 20	.....do	Do.
.....	15 45	.....do	Do.
.....	11 65	.....do	Do.
.....	106 70	.....do	Do.
.....	46 90	.....do	Do.
.....	388 45	.....do	Do.
.....	107 00	Error in classification	Do.
.....	11 49	Error in quantity	Do.
.....	708 80	Charges, free. Exhibit 22	Do.
.....	335 50	.....do	Do.
.....	41 95	.....do	Do.
.....	11 40	.....do	Do.
.....	83 95	.....do	Do.
.....	197 25	.....do	Do.
.....	21 75	.....do	Do.
.....	486 25	.....do	Do.
.....	15 00	.....do	Do.
.....	5 60	.....do	Do.
.....	206 75	.....do	Do.
.....	4 40	.....do	Do.
.....	14 00	.....do	Do.
.....	16 40	.....do	Do.
.....	26 75	.....do	Do.
.....	17 50	.....do	Do.
.....	2 70	.....do	Do.
.....	45 75	.....do	Do.
.....	8 25	.....do	Do.
.....	95 10	.....do	Do.
.....	22 40	.....do	Do.
.....	83 25	.....do	Do.
.....	29 25	.....do	Do.
.....	47 40	.....do	Do.
.....	698 00	.....do	Do.
.....	14 25	.....do	Do.
.....	50 45	.....do	Do.
.....	107 95	.....do	Do.
.....	16 80	.....do	Do.
.....	349 31	Error in classification	Do.
.....	60 00	Exhibit 37, Ex. Doc. 16, H. R., 1885	Do.
.....	773 70	Exhibit 25	Do.
.....	57 80	.....do	Do.
.....	154 35	.....do	Do.
.....	65 25	.....do	Do.
.....	1,107 75	Erroneous valuation of currency	Do.
.....	21 70	Charges, free. Exhibit 22	Do.
.....	1 60	.....do	Do.
.....	55 50	Error in classification	Do.
.....	20 40	Immigrants' effects, free	Do.
.....	244 15	Charges, free. Exhibit 22	Do.
.....	100 55	.....do	Do.
.....	72 80	.....do	Do.
.....	4 75	..... do	Do.
.....	117 90	Exhibit HH, Ex. Doc. 13, H. R., 1882	Do.
.....	1,573 70	Exhibit G, Ex. Doc. 13, H. R., 1882	Do.
.....	320 18	Exhibit 26	Do.
.....	200 70	Exhibit 27	Do.
.....	42 80	Exhibit 28	Do.
.....	241 80	Exhibit 29	Do.
.....	37 00	Charges, free. Exhibit 22	Do.
.....	69 65	.....do	Do.
.....	8 40	.....do	Do.
.....	23 20	.....do	Do.
.....	69 25	.....do	Do,
.....	3 75	.....do	Do.
.....	3 60	..... do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Apr. 12	J. H. Willets	Excess of duty on boxes, &c. (Chicago)	$11 60
12	Waldo Bros	Excess of duty on cement barrels (Boston)	314 20
12	W. W. & C. R. Noyes	Excess of duty on grapes and oranges (Boston)	684 00
12	A. C. Babson	Excess of duty on cement barrels (New York)	3, 528 20
12	E. Fougera & Co	Excess of duty on manufactures of paper (filters), (New York).	279 00
12	Peter A. Frasse & Co	Excess of duty on polished steel bars (New York).	287 19
12	A. Klipstein	Excess of duty on egg yolks (New York)	2, 447 00
12	F. Kroeber	Excess of duty on parts of clocks (New York)	19 25
12	W. Pickhardt & Kuttroff	Excess of duty on egg yolks (New York)	683 80
12	Rothe & Lips	do	3, 366 60
13	Best, Russell & Co	Excess of duty on cigar-boxes (Chicago)	197 25
13	Chapin & Gore	do	75 00
13	Wm. Cochrane	do	20 25
13	Grommes & Ullrich	do	367 50
13	E. Hoffman	do	33 25
13	Kantzler & Hargis	do	176 25
13	Geo. Luerssen & Co	do	65 00
13	A. Shire	do	80 25
13	W. H. Schimpferman & Son.	do	33 75
13	Montgomery & Co	Excess of duty on polished steel bars (New York).	474 86
15	Sibley, Lindsay & Curr	Excess of duty on hosiery (cartons, &c.), (Rochester).	5 20
15	R. H. Wolff & Co., Limited	Excess of duty on cement-barrels (Baltimore)	14 67
15	Occidental and Oriental Steamship Company.	Excess of duty for alien passengers (immigrant tax), (San Francisco).	730 50
15	John M. Maris & Co	Excess of duty on spatulas (Philadelphia)	48 80
15	W. T. Myers	Excess of duty on pug dogs (Suspension Bridge).	6 00
15	Pacific Mail Steamship Company.	Excess of duty for alien passengers (immigrant tax), (San Francisco).	643 00
15	Baetzer & Meyerstein	Excess of duty on cement-barrrels (Baltimore)	39 80
20	Melvin Crossett	Excess of duty on immigrants' effects (Detroit)	111 05
20	Edson, Moore & Co	Excess of duty on cartons, &c. (Detroit)	57 40
20	Lowman's Sons & Co	Excess of duty on boxes, &c. (Cincinnati)	7 70
20	G. H. Foster & Co	Excess of duty on cartons, coverings, &c. (Chicago).	8 40
20	Gerts, Lumbard & Co	do	10 20
20	E. N. Hurlbut & Co	do	4 50
20	Kahn, Nussbaum & Co	do	2 80
20	Edson, Keith & Co	do	5 20
20	Locke, Huleatt & Co	do	49 20
20	Lyon & Healy	do	51 50
20	Schweitzer & Beer	do	10 15
20	Storm & Hill	do	20 30
20	Vergho, Ruhling & Co	do	8 75
20	J. H. Walker & Co	do	53 60
20	Jacob Meyer & Bros	do	120 00
20	Carson, Piril, Scott & Co	Excess of duty on cartons, coverings, &c., (Chicago).	302 45
20	John V. Farwell & Co	do	98 80
20	Marshall Field & Co	do	537 50
20	Edson, Keith & Co	do	12 95
20	Mandel Bros	do	58 80
20	G. W. Sheldon & Co	do	49 60
20	J. H. Walker & Co	do	247 20
20	Wilson Brothers	do	226 95
20	Chas. Green's Sons & Co	Excess of tonnage duty on American steamship Cienfuegos (Savannah Ga).	48 90
20	The A. Furst Distilling Company.	Excess of duty on domestic whisky reimported (Saint Joseph, Mo.).	68 57
20	C. F. Baker	Excess of duty on steel bars (New York)	98 14
20	Cella Bros	Excess of duty on extract tamarinds (New York)	63 50
20	John Clay, jr	Excess of duty on dogwood extract (New York).	11 40
20	Frankenthal Bros	Excess of duty on manufactures of cotton (New York).	169 65
20	Hensal, Bruckmann & L	Excess of duty on plated ware (New York)	43 60
20	J. Irving & Co	Excess of duty on manufactures of paper (New York).	32 00
20	Daniel Putney	Excess of duty on gun-blocks (New York)	42 50
20	T. W. Robertson	Excess of duty on cabinet woods (New York)	707 20
20	H. C. Squires	Excess of duty on dog biscuits (New York)	27 30
20	L. Weddigen & Co	Excess of duty on Italian cloth (New York)	41 79
20	Wm. Wall's Sons	Duty on hemp, used in repairs of vessels (New York.	20 31
20	S. S. Pierce & Co	Excess of duty on cigars (boxes, &c.) (Boston)	351 00
24	Marshall Field & Co	Excess of duty on cotton, wool, and silk dress goods (Chicago).	1, 266 90
24	Thomas B. Goettee	Excess of tonnage (Cedar Keys)	4 29
24	Root & McBride Bros	Excess of duty (Cleveland)	54 80

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$11 60	Charges, free. Exhibit 22	Sec. 3012½, R. S.
.....	314 20	....do	Do.
.....	684 00	....do	Do.
.....	3,528 20	....do	Do.
.....	297 00	Exhibit 27	Do.
.....	287 19	Exhibit 26	Do.
.....	2,447 00	Exhibit 29	Do.
.....	19 25	Exhibit 28	Do.
.....	683 80	Exhibit 29	Do.
.....	3,366 60	....do	Do.
.....	197 25	Charges, free. Exhibit 22	Do.
.....	75 00	....do	Do.
.....	20 25	....do	Do.
.....	367 50	....do	Do.
.....	33 25	....do	Do.
.....	176 25	....do	Do.
.....	65 00	....do	Do.
.....	80 25	....do	Do.
.....	33 75	....do	Do.
.....	474 86	Exhibit 26	Do.
.....	5 20	Charges, free. Exhibit 22	Do.
.....	14 67	....do	Do.
.....	730 50		Do.
.....	48 80	Exhibit 30	Do.
.....	6 00	Free, for breeding	Do.
.....	643 00		Do.
.....	39 80	Charges, free. Exhibit 22	Do.
.....	111 05	Free	Do.
.....	57 40	Charges, free. Exhibit 22	Do.
.....	7 70	....do	Do.
.....	8 40	....do	Do.
.....	10 20	....do	Do.
.....	4 50	....do	Do.
.....	2 80	....do	Do.
.....	5 20	....do	Do.
.....	49 20	....do	Do.
.....	51 50	....do	Do.
.....	10 15	....do	Do.
.....	20 30	....do	Do.
.....	8 75	....do	Do.
.....	53 60	....do	Do.
.....	120 00	....do	Do.
.....	302 45	....do	Do.
.....	98 80	....do	Do.
.....	537 50	....do	Do.
.....	12 95	....do	Do.
.....	58 80	....do	Do.
.....	49 60	....do	Do.
.....	247 20	....do	Do.
.....	226 95	....do	Do,
.....	48 90		Do.
.....	68 57	Domestic manufactures, free	Do.
.....	98 14	Exhibit 26	Do.
.....	63 50	Error in classification	Do.
.....	11 40	....do	Do.
.....	169 65	Erroneous classification	Do.
.....	43 60	....do	Do.
.....	32 00	Exhibit 31	Do.
.....	43 50	Error in classification	Do.
.....	707 20	Exhibit 32	Do.
.....	27 30	Exhibit 33	Do.
.....	41 79	Exhibit 64, Ex. Doc. 16, H. R., 1885	Do.
.....	20 31	Hemp for ship, free	Do.
.....	351 00	Charges, free. Exhibit 22	Do.
.....	1,266 90	....do	Do.
.....	4 29		Do.
.....	54 80	Charges, free. Exhibit 22	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
Apr. 24	Root & McBride Bros.	Excess of duty (Cleveland)	$40 80
24	do	do	9 60
24	The John Shillito Company.	Excess of duty on unbleached cottons (Cincinnati).	35 23
24	John Kniffen	Excess of duty on horses (Detroit)	100 00
24	James E. Davis & Co	Excess of duty on coverings (Detroit)	4 80
24	T. H. Henchman & Sons	do	4 20
24	Welton & Allison	do	26 40
May 3	Brown, Dunnell & Co	Excess of duty on gloves, hosiery, &c. (Boston)	601 85
5	Estabrook & Eaton	Excess of duty on cigars (Boston)	40 25
5	Dix & Wilkins	Excess of duty on casks (Baltimore)	2,229 04
5	Marshall Field & Co	Excess of duty on coverings on silks, &c. (Chicago).	921 75
5	Lilienfeld Bros. & Mayer	Excess of duty on cigars (Chicago)	13 75
5	Sprague, Warner & Co	do	481 50
5	De Long & Seaman	Excess of duty on tonnage (Boston)	5 28
6	Howard Fleming	Excess of duty on cement (Boston)	375 20
6	L. A. Saloman & Bro	Excess of duty on beans (New York)	455 40
6	C. Von Pustau	Excess of duty on boxes containing fire-crackers (New York).	106 00
6	Coleman, Meade & Co	Excess of duty on merchandise (Boston)	1,568 55
7	Churchman & Co	Excess of duty on casks (Philadelphia)	181 40
7	Howard Fleming	Excess of duty on cement (Boston)	34 00
7	Linder & Meyer	Excess of duty on ammonia (Boston)	3 20
7	G. R. Gibson	Excess of duty on gut strings (New York)	11 50
7	R. D. Jackson & Co	Excess of duty on mother of pearl (New York)	509 75
7	W. H. Scheiffelin & Co	Excess of duty on soap (New York)	105 60
7	Slover & Tyler	Excess of duty on hemp (New York)	20 81
7	Brine & Norcross	Excess of duty on coverings (Boston)	87 75
7	W. H. Scheiffelin & Co	Excess of duty on soaps (New York)	509 70
7	do	do	180 00
7	Herter Bros	Excess of duty on works of art (New York)	731 50
7	Brigg, Entz & Co	Excess of duty on silk (New York)	167 60
7	P. R. Woodman	Excess of duty on soap stock (San Francisco)	502 73
7	Gabriel & Schall	Excess of duty on cement (New York)	538 40
7	do	do	411 35
7	Gustav Grawitz	do	1,120 60
7	Hecht Brothers	Excess of duty on paste unset (New York)	177 10
7	A. C. Babson	Excess of duty on cement (New York)	130 00
13	Sprague, Warner & Co	Excess of duty on cigars (Chicago)	1,741 50
13	do	do	1,445 75
13	do	Excess of duty on cigars and olive oil (Chicago).	116 00
13	Best, Russell & Co	do	113 75
13	A. S. Gage & Co	Excess of duty on hosiery, &c. (Chicago)	164 80
13	Grommes & Ullrich	Excess of duty on cigars (Chicago)	126 00
13	E. N. Hurlbut	Excess of duty on dress goods, &c. (Chicago)	102 75
13	Kantzler & Hargis	Excess of duty on cigars (Chicago)	932 00
13	Lindauer Bros. & Co	Excess of duty on linen handkerchiefs (Chicago)	193 60
13	Wm. H. Schimpferman & Son.	Excess of duty on cigars (Chicago)	107 00
17	Louis A. Scherr & Co	Excess of duty on music-box springs (Philadelphia).	3 00
17	J. P. Olp	Excess of duty on horses (Suspension Bridge)	80 00
17	Beach & Co	Excess of duty on worsted yarns (Middletown, Conn).	191 61
17	Stephen Paddon & Co	Excess of duty on casks (Chicago)	43 80
18	M. C. Dawes	Excess of duty on horse (Plattsburgh)	100 00
18	Auffmordt, Hessenberg, & Co.	Excess of fees (New York)	277 20
19	H. T. Thompson	Excess of duty on horses (Detroit)	27 00
19	Cowell & Hubbard	Excess of duty on terra cotta busts (Cleveland)	13 80
19	P. Scherer & Co	Excess of duty on mineral water (New York)	1,304 20
19	do	do	724 95
19	do	do	301 45
19	do	do	68 55
19	Peter Wiederer	Excess of duty on tin mirrors (New York)	55 56
21	James J. Patton	Excess of duty on church statuary (Saint Joseph).	92 65
21	B. J. Semmes & Co	Excess of duty on whisky (Memphis)	36 90
21	W. Q. Nash	Excess of duty on plaster (Boston)	176 20
21	George B. Woodman & Co	Excess of duty on caps, corks, &c. (Philadelphia).	9 00
21	Conant & Bean	Excess of duty on grapes (Boston)	146 20
21	Charles B. Perkins	Excess of duty on cigars (Boston)	35 25
21	The John Shillito Company.	Excess of duty on cartons, &c. (Cincinnati)	280 05
21	T. J. Woodside	Excess of duty on wool (El Paso)	26 70
25	Alburger, Stoer & Co	Excess of duty on dress goods (Philadelphia)	62 15
25	Joel J. Baily & Co	Excess of duty on cottons, silks, &c. (Philadelphia.)	101 70
25	Harrington & Goodman	do	75 60
25	Homer Le Boutillier & Co	Excess of duty on linens, &c. (Philadelphia)	46 80
26	Bassetti & Xiques	Excess of duty on brandy-fruits (New Orleans)	2 00

by the Treasury Department, &c—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$40 80	Charges, free. Exhibit 22	Sec. 3012½, R. S.
.....	9 60	.. do	Do.
.....	35 23	Error in classification	Do.
.....	100 00	Free	Do.
.....	4 80	Charges, free. Exhibit 22	Do.
.....	4 20	.....do	Do.
.....	26 40	.....do	Do.
.....	601 85	.....do	Do.
.....	40 25	.....do	Do.
.....	2,229 04	.....do	Do.
.....	921 75	.....do	Do.
.....	13 75	.....do	Do.
.....	481 50	.....do	Do.
.....	5 28		
.....	375 20	Charges, free. Exhibit 22	Do.
.....	455 40	Exhibit 5	Do.
.....	106 00	Charges, free. Exhibit 22	Do.
.....	1,368 55	.....do	Do.
.....	181 40	.....do	Do.
.....	34 00	.....do	Do.
.....	3 20	.....do	Do.
.....	11 50	Free; for musical instruments	Do.
.....	509 75	Exhibit 34	Do.
.....	105 60	Exhibit 35	Do.
.....	20 81	Hemp for ship; free	Do.
.....	87 75	Charges, free. Exhibit 22	Do.
.....	509 70	Exhibit 35	Do.
.....	180 00	do	Do.
.....	731 50	Error in classification	Do.
.....	167 60	Discriminating duty erroneously exacted	Do.
.....	502 73	Free	Do.
.....	538 40	Charges, free. Exhibit 22	Do.
.....	411 35	.... do	Do.
.....	1,120 60	.....do	Do.
.....	177 10	Error in classification	Do.
.....	130 00	Charges, free. Exhibit 22	Do.
.....	1,741 50	.....do	Do.
.....	1,445 75	.....do	Do.
.....	116 00	.....do	Do.
.....	113 75	.....do	Do.
.....	164 80	.....do	Do.
.....	126 00	.....do	Do.
.....	102 75	.....do	Do.
.....	932 00	.....do	Do.
.....	193 60	.....do	Do.
.....	107 00	.....do	Do.
.....	3 00	Exhibit 36	Do.
.....	80 00	Free; for breeding	Do.
.....	191 61	Value reduced on reappraisement	Do.
.....	43 80	Charges, free. Exhibit 22	Do.
.....	100 00	Free; for breeding	Do.
.....	277 20	Exhibit 53, Ex. Doc. 152, H. R. 1885	Do.
.....	27 00	Free, for breeding	Do.
.....	13 80	Allowance for damage	Do.
.....	1,304 20	Exhibit 2	Do.
.....	724 95	.....do	Do.
.....	301 45	.....do	Do.
.....	68 55	.... do	Do.
.....	55 56	Error in classification	Do.
.....	92 65	Free, for religious society	Do.
.....	36 90	Deficiency in quantity	Do.
.....	176 20	Charges, free. Exhibit 22	Do.
.....	9 00	.....do	Do.
.....	146 20	.... do	Do.
.....	35 25	..... do	Do.
.....	280 05	.....do	Do.
.....	26 70	Error in classification	Do.
.....	62 15	Charges, free. Exhibit 22	Do.
.....	101 70	.....do	Do.
.....	75 60	.....do	Do.
.....	46 80	.....do	Do.
.....	2 00	.....do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
May 26	S. S. Pierce & Co	Excess of duty on cigars (Boston)	$12 75
27	W. H. Perego & Co	Excess of duty on fire-crackers (New York)	374 75
27	Estabrook & Eaton	Excess of duty on cigars (Boston)	510 00
28	D. M. Ferry & Co	Excess of duty on peas (Detroit)	959 20
28	John A. Bell	Excess of duty on horses (Detroit)	127 00
28	William Kennedy	Excess of fees (Cleveland)	12 00
28	McCallum, Crease & Sloan	Excess of duty on carpet-wool (Philadelphia)	302 50
28	John Kingsborough	Excess of fees (Cleveland)	12 00
June 3	Randolph Bently & Co	Excess of duty on sprnce boards (Stonington)	7 63
3	Raymond & Fox	Excess of duty on cigars (Boston)	33 75
5	Grommes & Ullrich	Excess of duty on account of charges, &c. (cigars) (Chicago.)	1, 602 25
5	Chapin & Gore	do	391 00
5	Adolph Shire	do	280 00
5	Hamburger Bros. & Co	do	199 00
5	W. H. Schimpferman & Son	do	117 75
5	Stephen Paddon & Co	do	107 60
5	Lindauer Bros. & Co	Excess of duty on account of charges, &c. (cotton hosiery, &c.) (Chicago.)	90 95
5	William Cochrane	Excess of duty on account of charges, &c. (cigars, &c.) (Chicago).	61 60
5	Charles Gossage & Co	Excess of duty on account of charges, &c. (cotton thread, &c.) (Chicago).	63 15
5	Mandel Bros	Excess of duty on account of charges, &c. (cotton hosiery, &c.) (Chicago).	36 80
5	Wilson Bros	Excess of duty on account of charges, &c. (cotton shirts, &c. (Chicago).	1, 834 30
5	Root and Sons Music Co	Excess of duty on account of charges, &c. (musical instruments).	109 25
7	R. C. Cushman & Co	Excess of tonnage British schooner Turban (Boston).	5 01
7	T. Chase	Excess of duty on photographs (Boston)	70
7	Theodore Hooper	Excess of tonnage schooner Sarah Glass (Portland).	2 55
7	James L. Tooker	Excess of tonnage-tax schr. James Slater (Wilmington).	8 85
7	The John Shillito Company.	Excess of duty on horn strips, cartons, &c. (Cincinnati).	111 05
9	James Brand	Excess of duty on bbls. of cement (New York)	722 80
9	Farnam and Graef	Excess of duty on hat bands (New York)	542 70
9	Knost Bros. & Co	Excess of duty on cartons (Cincinnati)	446 75
9	Simons, Hatch and Whitten.	Excess of duty on merchandise (Boston)	2, 277 80
9	Hyneman Bros	Excess of duty on cigars (Boston)	242 25
9	Marshall Field & Co	Excess of duty on account of charges, &c. (dress goods) (Chicago).	7, 694 60
10	The John Shillito Company.	Excess of duty on buttons (cartons, &c.) (Cincinnati).	9 50
10	Randall, Goodale & Co	Excess of duty on hemp manufactured into cordage (Boston).	17 03
10	S. J. Goulding	Excess of fees (Boston)	6 96
10	Kleine, Delmer & Co	Excess of duty on woolens and worsteds (Cincinnati).	80
10	Stephen Carpenter	Excess of duty on one mare, (Oswegatchie)	37 00
11	Hoyt Metal Co	Excess of duty on antimonial lead (St. Louis)	22 40
12	Charles B. Perkins	Excess of duty on cigars (Boston)	248 75
12	Hawley, Folsom & Martin	Excess of duty on hosiery and gloves (Boston)	115 30
12	James H. Walker & Co	Excess of duty on hosiery (Chicago)	706 75
12	Kuntzler & Hargis	Excess of duty on cigars (Chicago)	707 75
12	D. H. Tully & Co	Excess of duty on fruit (Boston)	2, 244 60
12	Lally & Collins	Excess of duty on hosiery and gloves (Boston)	746 15
12	Lehman & Kinsman	Excess of duty on account of charges, &c. (musical instruments, &c) (Chicago).	228 65
12	Best, Russell & Co	Excess of duty on account of charges, &c. (cigar boxes, &c.) (Chicago).	1, 038 00
12	A. Shire	do	447 75
12	Lindauer Bros. & Co	do	67 20
12	A. Pevier *et al*	Excess of fees (New York)	54 40
14	S. M. Simpson	Excess of duty on cigar boxes (Denver)	136 13
15	Wm. Wall's Sons	Excess of duty on hemp (New York)	22 71
15	do	do	21 15
15	John W. Mason & Co	Excess of duty on wire rope (New York)	271 87
17	Best, Russell & Co	Excess of duty on account of charges, &c. (cigar boxes, &c. (Chicago).	1, 055 50
17	John V. Farwell & Co	Excess of duty on account of charges, &c. (manufactures, silk, &c.) (Chicago).	1, 054 65
17	Edson, Keith & Co	Excess of duty on account of charges, &c. (linen handkerchiefs, &c.) (Chicago).	452 25

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$12 75	Charges, free. Exhibit 22	Sec. 3012½ R. S.
.....	374 75	....do	Do.
.....	510 00	....do	Do.
.....	959 20	Exhibit 5	Do.
.....	127 00	Free, for breeding	
.....	12 00		Sec. 3012½, R. S.
.....	302 50	Exhibit 37	
.....	12 00		Sec. 3012½, R. S.
.....	7 63	Excess of deposits	Do.
.....	33 75	Charges, free. Exhibit 22	Do.
.....	1,602 25	....do	Do.
.....	391 00	....do	Do.
.....	280 00	....do	Do.
.....	199 00	....do	Do.
.....	117 75	....do	Do.
.....	107 60	....do	Do.
.....	90 95	....do	Do.
.....	61 60	Charges, free. Exhibit 22	Do.
.....	63 15	....do	Do.
.....	36 80	....do	Do.
.....	1,834 30	....do	Do.
.....	109 25	....do	Do.
.....	5 01		
.....	70	Excess of deposits	Do.
.....	2 55		
.....	8 85		
.....	111 05	Charges, free. Exhibit 22	Do.
.....	722 80	....do	Do.
.....	542 70	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	446 75	Charges, free. Exhibit 22	Do.
.....	2,277 80	....do	Do.
.....	242 25	....do	Do.
.....	7,694 60	....do	Do.
.....	9 50	....do	Do.
.....	17 03	Hemp for ship, free	Do.
.....	6 96		
.....	80	Charges, free. Exhibit 22	Do.
.....	37 00	Free	Do.
.....	22 40	Charges, free. Exhibit 22	Do.
.....	248 75	.... do	Do.
.....	115 30	....do	Do.
.....	706 75	....do	Do.
.....	707 75	....do	Do.
.....	2,244 60	....do	Do.
.....	746 15	....do	Do.
.....	228 65	....do	Do.
.....	1,038 00	.... do	Do.
.....	447 75	.... do	Do.
.....	67 20	.... do	Do.
.....	54 40	Exhibit 53, Ex. Doc. 152, H. R., 1885	Do.
.....	136 13	Charges, free. Exhibit 22	Do.
.....	22 71	Hemp for ship, free	Do.
.....	21 15	.... do	Do.
.....	271 87	Wire rope for ship, free	Do.
.....	1,055 50	Charges, free. Exhibit 22	Do.
.....	1,054 65	.... do	Do.
.....	452 25	....do	Do.

Statement of customs refunds made

Date.	To whom refunded.	Nature of refund.	Duty.
1886.			
June 17	Carson, Pirie, Scott & Co ..	Excess of duty on account of charges, &c. (wool wearing apparel, &c.) (Chicago).	$1,155 80
17	Vergho, Ruhling & Co	Excess of duty on account of charges, &c. (musical instruments, &c.) (Chicago).	196 30
21	C. C. Abel & Co.....	Excess of duty on beans (New York).....	608 00
21	Austin, Nichols & Co.....	.... do	89 50
21	Levy & Levis	.....do	3,037 40
21	J. Domergue & Co	.....do	730 20
21	R. F. Downing & Co. and Downing, Sheldon & Co.	.....do	190 50
21	E. P. Gleason Manufacturing Company.	Excess of duty on lava tips (New York).....	2,100 00
21	Richard Gough	Excess of duty on beans (New York)	57 10
21	J. D. Nordlinger	do	1,616 90
21	Roberts, Cushman & Co	Excess of duty on hat trimmings (New York) ...	1,646 70
21	Sgobel & Day	Excess of duty on beans (New York).....	258 00
21	G. M. Thurnauer.....	Excess of duty on lava tips (New York).....	335 65
21	.....do	.....do	208 25
21	John Wakeman & Co.....	Excess of duty on beans (New York).....	307 10
21	H. Wolff.....	.....do	62 50
22	Julian Porter.....	Excess of fees (Cleveland)	2 30
22	J. T. Donnell & Co.....	Excess of duty on manilla hemp (Bath)	26 07
22	John G. Plummer.....	Excess of duty on horses (Detroit).....	30 00
24	The Continental Steamboat Company.	Excess of fees (Providence).....	15 00
24	J. K. Burnham & Co	Excess of duty on cashmere shawls (Detroit)	14 70
24	Strobel & Wilken.....	Excess of duty on cartons, &c. (Cincinnati)	83 90
24	F. Gottschalk.....	Excess of duty on barrels containing cement (New York).	48 60
24	Gustav Grawitz	.....do	314 00
24	Levy & Levis.....	Excess of duty on beans (New York).....	87 40
24	F. G. Strohmeyer & Co.....	..... do	248 70
24	G. M. Thurnauer	Excess of duty on lava tips (New York).....	176 60
25	E. P. Gleason Manufacturing Company.	.....do	3,036 25
25	F. Beck & Co	Excess of duty on moist water colors (New York).	244 70
25	John Girmscheid	Excess of duty on boxes containing clay pipes (Chicago).	294 35
25	Mandel Brothers	Excess of duty on merchandise (Chicago).....	819 30
25	Jacob Meyer & Bros.....	Excess of duty on charges, &c. (Chicago)	434 35
25	Wilson Brothers.....	.....do	987 90
26	Seavey, Foster & Bowman..	Excess of duty on linen thread (Boston)	296 40
26	Lally, Linch & Collins	Excess of duty on gloves and hoisery (Boston)...	74 10
26	Simons, Hatch & Whitten ..	Excess of duty on dress goods, &c. (Boston).....	344 20
26	A. H. Hardy & Co	Excess of duty on oranges (Boston)	67 00
26	.....do	Excess of duty on grapes and oranges (Boston) ..	193 20
26	..... do	Excess of duty on grapes (Boston).	63 60
26	Hawley, Folsom & Martin ..	Excess of duty on hoisery and gloves (Boston)...	22 20
30	W. D. Johnston	Excess of duty on horses (Cape Vincent)	60 00
30	Knost, Bros. & Co.....	Excess of duty on cartons (Cincinnati)	28 25
30	Strobel & Wilken.....	..... do	134 50
30	.....do	.....do	17 40
			339,913 91

TREASURY DEPARTMENT, OFFICE OF COMMISSIONER OF CUSTOMS, *July* 1, 1886.

by the Treasury Department, &c.—Continued.

Interest and costs.	Total.	Reasons for refund.	Law under which refund was made.
.....	$1,155 80	Charges, free. Exhibit 22	Sec. 3012½, R. S.
.....	196 30	.....do	Do.
.....	608 00	Exhibit 5	Do.
.....	89 50	.....do	Do.
.....	3,037 40	.....do	Do.
.....	730 20	.....do	Do.
.....	190 50	.....do	Do.
.....	2,100 00	Exhibit 38	Do.
.....	57 10	Exhibit 5	Do.
.....	1,616 90	.....do	Do.
.....	1,646 70	Exhibit 76, Ex. Doc. 152, H. R., 1885	Do.
.....	258 00	Exhibit 5	Do.
.....	335 65	Exhibit 38	Do.
.....	208 25	do	Do.
.....	307 10	Exhibit 5	Do.
.....	62 50	.....do	Do.
.....	2 30		
.....	26 07	Hemp for ship, free	Sec. 3012½, R. S.
.....	30 00	Free, for breeding	Do.
.....	15 00		
.....	14 70	Error in classification	Sec. 3012½, R. S.
.....	83 90	Charges, free. Exhibit 22	Do.
.....	48 60	.....do	Do.
.....	314 00	.....do	Do.
.....	87 40	Exhibit 5	Do.
.....	248 70	.....do	Do.
.....	176 60	Exhibit 38	Do.
.....	3,036 25	.....do	Do.
.....	244 70	Charges, free. Exhibit 22	Do.
.....	294 35	.....do	Do.
.....	819 30	.....do	Do.
.....	434 35	.....do	Do.
.....	987 90	.....do	Do.
.....	296 40	.....do	Do.
.....	74 10	.....do	Do.
.....	314 20	.....do	Do.
.....	67 00	.....do	Do.
.....	193 20	.....do	Do.
.....	63 60	.....do	Do.
.....	22 20	.....do	Do.
.....	60 00	Free, for breeding	Do.
.....	28 25	Charges, free. Exhibit 22	Do.
.....	134 50	.....do	Do.
.....	17 40	.....do	Do.
$10,061 53	449,975 44		

EXHIBITS ACCOMPANYING STATEMENT OF REFUNDS FOR FISCAL YEAR ENDING JUNE 30, 1886.

EXHIBIT 1.—*Tin-Plates coated with Varnish.*

TREASURY DEPARTMENT, *April* 7, 1885.

SIR: The Department is in receipt of your letter of the 9th ultimo, transmitting the appeal (8610*k*) of R. F. Downing & Co., from your decision assessing duty at the rate of 2¼ cents per pound on certain lacquered tin-plates imported per "Servia," in September last, which the appellants claim to be dutiable at the rate of 1 cent per pound.

It appears that the merchandise consists of the ordinary tin-plates of commerce, which are coated with a thin varnish or lacquer to represent brass, for use in the manufacture of tin cans, boxes, signs, &c., and that you classified it (under T. I., new, 151) as sheet-iron, common or black, thinner than No. 25, wire-gauge, at 1½ cents per pound, with ⅜ cent per pound additional, under the further provision for all such iron, except what is "known commercially as tin-plates * * * when galvanized with zinc, or spelter, or other metals, or any alloy of those metals."

This Department regards the article as that commodity commercially known as "tin-plates," which is expressly excepted from the rates of duty prescribed in T. I., new, 151; and the fact that it has been dipped in a cheap varnish or lacquer (nowise resembling the coating with zinc, or spelter, or other metals, or any alloy of those metals) does not operate to divest it of its character as "tin-plates," or to render it dutiable under any provision of the tariff other than that (T. I., new, 153) which prescribes a duty of 1 cent per pound on "iron-plates coated with lead or tin * * * commercially known as tin-plates."

The Department therefore decides that the appeal is well taken, and directs you to reliquidate the entry accordingly, and to take the necessary steps for refunding the excessive duties.

Very respectfully,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 2.—*Refund of Duties Exacted on Natural Mineral Waters where Invoice was Not Accompanied by Certificate of Owner of Spring.*

TREASURY DEPARTMENT, *September* 18, 1885.

SIR: The Department is in receipt of a letter, dated the 24th ultimo, from the United States attorney at San Francisco, transmitting a certified copy of the judgment-roll in the case of Emile Pascal *et al. vs.* Philip A. Roach, administrator of the estate of E. L. Sullivan, late collector of customs at your port.

The suit was brought to recover certain duties collected by Sullivan on an importation of Apollinaris mineral water, which had been returned by the proper officials as a natural mineral water, exempt from duty under the statutes, but which was charged with the duty prescribed for *artificial* mineral water, because the invoice was not accompanied by a certificate of the owner or manager of the spring, as required by Department's ruling of April 9, 1879. (Synopsis, 3963.)

The case was tried on demurrer filed by the defendant, and the court, in rendering judgment for the plaintiffs, filed an opinion to the effect that the determination by the collector that the water was artificial in consequence of the failure of the plaintiffs to produce the prescribed certificate was not conclusive of the rights of the plaintiffs, and that they were not restricted to the certificate of the owner of the spring in showing the character of the waters imported.

The case was referred to the United States Attorney General, who, on the 14th instant, advises that in such opinion he entirely concurs, and he certifies, under the act of March 3, 1875, that no appeal or writ of error will be taken by the United States in such suit.

The Department acquiesces in such opinion, and you are therefore authorized to take the necessary steps for the settlement of the judgment as soon as it shall be entered on the records of the court.

You are also directed to apply the decision to all similar pending cases, where the requirements of law as to protest, appeal, institution of suit, &c., have been fully complied with, and where the records of your office show that the production of the certificate mentioned in the said ruling (Synopsis, 3953) was not necessary to establish the fact that the importation consisted of natural mineral waters.

You will also cause the practice at your port on further importations of such merchandise to conform to this decision, the ruling 3963, in the particular mentioned, being reversed and set aside.

Very respectfully,

DANIEL MANNING,
Secretary.

COLLECTOR OF CUSTOMS, *San Francisco, Cal.*

EXHIBIT 3.—*Pepsin, Ginger-Ale Extract, and Ginger-Ale Essence—Duty on.*

TREASURY DEPARTMENT, *December* 17, 1885.

SIR: The Department is in receipt of your letter of the 14th instant, transmitting the appeals (8579 *m* and 8580 *m*) of Messrs. W. H. Schieffelin & Co. from your decision assessing duty at the rate of 50 per cent. ad valorem on certain so-called pepsin, ginger-ale extract, and ginger ale essence imported into your port per "City of Chicago," March 3, 1885, and "Lepanto," April 25, 1885, which the appellants claim to be liable to duty as follows: The pepsin and ginger-ale extract at the rate of 25 per cent. ad valorem, under the provision of Schedule A (T. I., new, 93) for medicinal preparations of which alcohol is not a component part, and the ginger-ale essence at the rate of $2 per gallon for the alcohol contained therein and 25 per cent. ad valorem, under the provision in same schedule (T. I., new, 103) for alcoholic compounds not otherwise specially enumerated or provided for.

The appraiser reports that the said articles are not proprietary articles; that they were erroneously classified as proprietary medicines, at the said duty of 50 per cent. ad valorem, and that, in fact, they are subject to the rates of duty above mentioned, as claimed by the appellants.

You are therefore authorized to reliquidate the entries accordingly and to take the necessary steps for refunding the excessive duties exacted.

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 4.—*Gold Pens.*

TREASURY DEPARTMENT, *April* 1, 1885.

SIR: The Department is in receipt of your letter of the 25th ultimo, transmitting the appeal (9241[k]) of A. J. Pulsford from your decision assessing duty at the rate of 45 per cent ad valorem on certain gold pens imported per City of Berlin, May 13, 1884, which the appellant claims to be dutiable at the rate of 12 cents per gross.

The articles, the appraiser reports, are commercially known as gold pens, and are dutiable at the rate of 12 cents per gross, under the special provision in Schedule C, for "pens, metallic."

The Department concurs with the appraiser in such opinion, and you are therefore authorized to reliquidate the entry accordingly.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 5.—*Edible Beans—Duty on.*

TREASURY DEPARTMENT, *June* 1, 1885.

SIR: The Department is in receipt of a letter from the United States attorney for the southern district of New York, dated the 13th ultimo, further relating to the trial of the suit (N. S. 9295) of Windmüller et al. against Robertson, which involved the question as to the classification under the tariff acts of imported edible beans.

The verdict in the case sustained one of the claims of the plaintiffs, and holds that edible beans are subject to a duty of 10 per cent. ad valorem, under the provision in Schedule G. (T. I., new, 286), for "vegetables in their natural state * * * not specially enumerated or provided for."

The matter has been referred to the Solicitor of the Treasury and the United States Attorney-General, and both of these officers advise that the result of the trial be acquiesced in.

You are, therefore, directed to take the necessary steps for the payment of the judgment in the said case, when it shall be entered of record, and also for the settlement of all other similar suits now pending at your port, where the requirements of law as to protest, appeal, institution of suit, &c., have been fully complied with.

You will also apply the decision to all unliquidated entries, as well as to future importations of such merchandise. Care will be taken to see that these instructions are only applied to cases where the protest or appeal is sufficient and claims 10 per cent. ad valorem to be the rate of duty, as decided by the court.

Edible peas are considered as being embraced within the same category as beans, and you will, therefore, consider these instructions as also applying to that commodity.

Very respectfully,

DANIEL MANNING,
Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 6.—*Dandelion Root and Chinoidine.*

TREASURY DEPARTMENT, *April* 18, 1885.

SIR: The Department is in receipt of your letter of the 13th instant, transmitting the appeal (9583[k]) of W. H. Schieffelin & Co. from your decision assessing duty at the rate of 2 cents per pound on certain so-called dandelion root, and 25 per cent. ad valorem on certain chinoidine imported per steamer "Leerdam" July 10, 1883.

Your assessment of duty at the rate of 2 cents per pound on the dandelion root, being in accordance with the provisions of Schedule G. (T. I., new, 290) and the principle contained in Department's decision of July 3, 1877 (Synopsis, 3289), is hereby affirmed.

The appraiser, in his special report, forwarded with your letter, states that the "chinoidine" is a salt of cinchonidia, and that, under the rule applied in Department's decision of September 11, 1883 (Synopsis, 5901), it is exempt from duty.

You are therefore authorized to take measures for refunding the duty exacted on this last mentioned article.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 7.—*Locust or St. John Beans.*

TREASURY DEPARTMENT, *April* 24, 1885.

SIR: The Department is in receipt of your letter of the 29th of January last, reporting upon the appeal (3160[k]) of Horwitz & Neustadt from your assessment of duty at the rate of 10 per cent. ad valorem on certain so-called locust or St. John beans, imported per "Germania," from Trieste, November 21, 1884, and returned by the appraiser as a non-enumerated unmanufactured article, not otherwise provided for. The St. John bean is the pod of a plant which contains a seed. The seed itself is not edible, but the pod is used for food. In the free list of the Revised Statutes St. John beans are named as exempt from duty, but there is no specific provision in the present tariff for their classification. They are not vegetables, and hardly assimilate to veg-

etables in their uses. They are more in the nature of a fruit, and in the opinion of the Department should be classified under Section 2499, by assimilation to fruits not otherwise provided for, mentioned in paragraph 704 of the free list of the act of March 3, 1883, and so exempt from duty.

You will readjust the entry accordingly, and take the necessary steps to refund the duties exacted.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 8.—*Brass Buttons, Hair Pins, and Glass-Headed Pins.*

TREASURY DEPARTMENT, *April* 11, 1885.

SIR: The Department is in receipt of your letter of the 30th ultimo further reporting on the appeals (8588[k]) of A. Steinhardt & Bro., per Ems, August 11, and (8589[k] and 8590[k]) of H. Wolff & Co., per Labrador, June 25, and Elbe, June 30, 1884, from your assessment of duty at the rate of 45 per cent. ad valorem on certain buttons, hair pins, and pins imported as aforesaid, which the appellants claim to be dutiable —the buttons at 35 per cent., and the hair pins and pins at 30 per cent. ad valorem.

With regard to the buttons which the appraiser returns as brass buttons and the hair pins, your decision, being in accordance with synopses, 6019, 6495, and 5989 is hereby affirmed.

As to the other pins, it appears, upon an inspection of samples, that they consist of ordinary black pins, with glass heads, inserted in cards, which are intended to be used for similar purposes as the ordinary solid-headed pins, that is to say, for temporarily fastening or pinning together articles of clothing worn on the person. Some of them are larger than the ordinary pins, but all of them partake of the same general character, and are in fact nothing but "pins."

In this view the Department decided on the 5th of February last, by a letter addressed to the Collector of Customs at Boston, that glass-headed pins of this sort are dutiable at the rate of 30 per cent. ad valorem, under the provision (T. I., new, 209), for "pins solid-head or other."

You will reliquidate the entries so far as they relate to such pins, and take the necessary steps for refunding the excessive duties exacted.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 9.—*Proprietary and Medicinal Preparations.*

TREASURY DEPARTMENT, *April* 2, 1885.

SIR: The Department is in receipt of your letter of the 26th of January last, transmitting the following appeals of Messrs. E. Fougera & Co., from your decision assessing duty at the rate of 50 per cent. ad valorem. upon certain so-called "medicinal preparations" imported by them in the vessels named, viz:

* * * * * * *

The goods were returned by the appraiser at your port as "proprietary medicines," dutiable under T. I., new, 99.

After a careful examination of the samples submitted, in connection with reports made after similar examinations by the Surgeon-General of the Marine Hospital Service and the appraisers at your port and at Boston, the Department is of the opinion that the following preparations are entitled to classification, under T. I., new, 93, at the rate of 25 per cent. ad valorem, as medicinal preparations, to wit: Granules of proto-iodine of mercury; iron pills; powdered pepsin.

That the following preparations are dutiable at the rate of 25 per cent. ad valorem, under T. I., new, 92, as chemical compounds, in accordance with Department's decision of April 8, 1884, (Synopsis, 6291) viz: Sels Mineraux Waters; Sels Mineraux Waters de Vichy; Sels Naturel Sainte Marie.

You are therefore authorized to reliquidate the entries in which these articles are comprised, in accordance with the foregoing, and to take the necessary steps for refunding the excess of duty exacted.

The article Bouquet Œnanthique des Vins, which comes without any directions for use or any description of its character, other than its title, which implies that it is a proprietary preparation, its apparent use being that of imparting a grape flavor to imitation claret wines, is dutiable at 50 per cent. ad valorem, under T. I., new, 99, as a proprietary preparation.

The same classification is applicable to the article Café Nigro, extract of coffee, a sample of which appears among the others, but which is not enumerated in any of the reports received in this case.

The remaining articles, according to the samples received (many of which do not appear in the list furnished by the appraiser at your port), are dutiable as proprietary preparations, at 50 per cent. ad valorem, under T. I., new, 99, and Department's decision (Synopses, 4142, 4809, and 6687).

Some of these articles appear as pharmaceutical preparations in the French Codex, but in all such cases the manufacturers claim special virtues for the articles as manufactured under their own management, according to methods and formulæ unknown to others, and this they attempt to protect by trade-marks, signatures, patents, &c. Such articles are proprietary under the principles laid down in Department's decision of December 18, 1884 (Synopsis, 6687).

The following is a list of the articles dutiable as proprietary preparations, under T. I., new, 99:

Albespeyse's Vesicatories, or Blistering Tissue.
Albespeyse's Episplastique Papers, Nos. 1 and 2.
Auberger's Syrup Lactucarium.
Burggreave's Granules Aconitine (Ch. Chauteaud).
Burggreave's Granules Arseniate de Fer (Ch. Chauteaud).
Burggreave's Granules Hyposulphite de Strychnine (Ch. Chauteaud).
Burggreave's Granules Digitaline (Ch. Chauteaud).
Burggreave's Granules Valerianate de Quinine (Ch. Chauteaud).
Bello 's Charcoal Lozenges or Pastilles.
Belloc's Charcoal Powder.
Bonjeau's Ergotine.
Burin du Buisson's Syrup of Proto-Iodide of Iron and Manganese.
Blancard's Pills of Iodide of Iron.
Blancard's Syrup of Iodide of Iron.
Brant's Syrup Antiphlogistique.
Bugeaud's Wine of Quinine and Cacao.
Blayn's Papier Fayard.
Bondault's Pepsine.
Bondault's Wine of Pepsine.
Clermont's Syrup of Arseniate of Iron.
Chauteaud's Seidlitz.
Churchill's Syrup of Hypophosphites.
Clertan's Perles d'Essence de Terebenthine.
Colla's Santonine Dragees.
Café Nigro.
Dehaut's Purgative Pills.
Dusart's Syrup of Lacto-Phosphate of Lime.
Ducro's Elixir.
Desnoix & Co.'s Plasters.
Dubois Swiss Tea.
Dutaut's Fecula, or Infant's Food.
Espie's Pectoral Cigarettes or Fumigatories.
Eau Figaro (hair-dye).
Fer Bravais, or Bravais Iron.
Forget's Pulmonic Syrup.
Flor's Pectoral Syrup.
Fer Colla's, or Colla's Reduced Iron.
Golvin's Pilules Depuratives.
Grimault & Co.'s Drages Vegetales, or Vegetable Pills (contre le vers).
Grimault's & Co 's Syrup of Hypophosphite of Lime.
Grimault's & Co.'s Iodized Syrup of Horse-Radish.
Grimault & Co.'s Matica's Injection.
Gombault's Baume Caustique.
Grimault & Co.'s Cream of Bismuth.
Grimault & Co.'s Syrup of Baldo.
Grimault & Co.'s Syrup of Iron and Peruvian Bark.
Grimault & Co.'s Cigarettes Indiennes.
Garnier's Elixir Végétal.
Guille's Tonic and Anti-Bilious Elixir.
Injection Brou.

King's Bouquet Œnanthique.
Joy's Anti-Asthmatic Cigars.
Julien's Fruit Laxative.
Lebeuf's Vermifuge for Tape-Worm.
Laville's Gout Pills.
Laville's Gout Liquer.
L'Affecteur's Blood-Purifying Syrup.
Lera's Solution of Iron and Soda.
Labbarroque's Wine of Quinia.
Laroche's Wine of Quinia.
Lelievre's Iceland Moss Poultice.
Marcellin Pouillet's Powder for Sulphur Baths.
Marcellin Pouillet's Sulphur Powder.
Mathey Caylus' Capsules.
Pennes & Perlessis' Syrup of Bromide of Potassium.
Rigollot's Mustard Paper.
Ricqle's Peppermint Elixir.
Ricord's Injection.
Regnauld Aine's Pectoral Balsam and Lozenges.
Ramel's Eucalyptus Globules.
Rabouteaux's Iron Dragees.
Rabouteaux's Iron Elixir.
Rabouteaux's Iron Syrup.
Robiquet's Iron Dragees.
Robiquet's Iron Syrup.
Schlumberger's Salicylate of Soda.
Themot's Tar Capsules.

Your assessment of duty thereon is hereby affirmed.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 10.—*Roasted Maize—Duty on.*

TREASURY DEPARTMENT, *August* 13, 1885.

SIR: The Department is in receipt of your letter of the 6th instant, transmitting the appeal (37 *m*) of Mr. R. Hardcastle from your assessment of duty at the rate of 50 per cent. ad valorem on certain so-called "patent roasted maize" imported, per "Adriatic," April 21, 1885, and returned by the appraiser at your port as a proprietary article, dutiable under T. I., new, 99.

According to Department's decision of May 20 last (Synopsis, 6926), the rate of duty provided for in T. I., new, 99, applies only to such proprietary preparations as are of a *medicinal* character, including toilet preparations.

The appraiser reports that the article in question is not of a medicinal character, and it is evidently not a toilet preparation, hence it is not properly dutiable under T. I., new, 99.

The Department concurs with the appraiser in the opinion that, having been subjected to a manufacturing process by roasting, the article is not the "maize" provided for by T. I., new, 263, at the rate of 10 cents per bushel, but that it more properly falls within the provisions of section 2513, Revised Statutes, as a non-enumerated manufactured article, dutiable at the rate of 20 per cent. ad valorem.

You are authorized to readjust the entry accordingly, and to take the necessary steps for refunding the excess of duty exacted.

Very respectfully,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 11.—*Night-Tapers.*

TREASURY DEPARTMENT, *August* 26, 1885.

SIR: The Department is in receipt of your letter of the 3d instant, reporting on the appeal (3124 *l*) of Lehn & Fink from your assessment of duty at the rate of 45 per cent. ad valorem on certain "night-tapers" imported at your port, per "Frisia," May 19, 1885.

From an inspection of the sample submitted, it appears that the article consists of boxes containing a large number of wax-tapers, a pair of tin pincers, and one three-pronged piece of tin, each prong being inserted in a piece of cork, the centre of the piece of tin being perforated for the purpose of holding a small wax-taper, which is inserted in a disk of wood, the object being to allow the end of the taper to reach through to a dish of oil, in which the whole apparatus floats.

Duty was assessed at the rate above specified under the provisions of T. I., new, 216, for "manufactures, articles, or wares not specially enumerated or provided for * * * composed wholly or in part of * * * metal," and you cite Department's decisions (Synopsis, 6986, and Synopsis, 6994) in support of your action in the premises.

After due consideration, the Department is of opinion that these decisions cannot apply in this case, for the reason that the articles are specially provided for in the existing tariff acts, under the clause T. I., new, 408, which imposes duty at the rate of 20 per cent. ad valorem on "tapers of all kinds," as claimed by the appellants.

You are therefore authorized to reliquidate the entry, and to take measures for refunding the excessive duties exacted.

Very respectfully,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 12.—*White-Lead ground in Oil, in Tubes.*

TREASURY DEPARTMENT, *August* 4, 1885.

SIR: The Department is in receipt of your letter of the 8th ultimo, transmitting the appeal (3434 *l*) of Messrs. G. A. & E. Meyer from your assessment of duty at the rate of 25 per cent. ad valorem on certain so-called "white-lead" imported per "Gallia," February 7 and March 13, 1884.

The appraiser at your port reports that the article is white-lead prepared in oil, and put up in tubes for artists' use, and is similar in character to that held in Synopsis, 5951, October 31, 1883, to be dutiable under T. I., new, 87, at 25 per cent. ad valorem.

By reference to that decision, it will be found that "white-lead" does not constitute one of the colors embraced therein.

White-lead, when ground or mixed in oil, is specifically provided for in T. I, new, 56, at the rate of 3 cents per pound, and by Department's decision of June 15, 1875, (Synopsis, 2299,) it was held that a similar provision in the old tariff (T. I., old, 439) excluded white-lead from the classification of painters' colors, and that it remained subject to the specific duty provided therefor, no matter in what form imported.

You are therefore authorized to reliquidate the entries on the basis indicated, and to take the necessary steps for refunding the excess of duty exacted.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 13.—*Manufactures of Paper.*

TREASURY DEPARTMENT, *October* 14, 1885.

SIR: The Department is in receipt of your letter of the 4th ultimo, transmitting the appeal (2366 *m*) of Wm. Phillipson from your assessment of duty at the rate of 30 per cent. ad valorem on certain merchandise imported by him, per "India," July 22, 1885, and returned by the appraiser at your port as papier-maché, dutiable under the provisions of T. I., new, 472.

A sample of the merchandise has been forwarded to the collector of customs at

New York, and from his report and the report of the appraiser at his port thereon, it appears that it consists of several sheets of paper pasted together, and then pressed in a mould, and thus formed into an ornamental design for decorative purposes.

The material used in the manufacture of said sample is paper, and in its present condition it is simply a manufacture of paper, dutiable as such, at 15 per cent. ad valorem, under T. I., new, 388.

The appraiser at said port reports that paper-maché is an entirely different substance, made of paper pulp which is prepared by the addition of an extra proportion of glue size, so that, when pressed into moulds, &c., it forms a hard, substantial substance resembling wood in its uses.

This view accords with the opinion of the Department, and it is therefore held that the appeal is well taken.

You will reliquidate the entry on the basis indicated, and take the necessary steps for refunding the excess of duty exacted.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Chicago, Ill.*

EXHIBIT 14.—*Cotton Braids—Duty on.*

TREASURY DEPARTMENT, *January* 23, 1885.

SIR: The Department is in receipt of your letters of December 8 and 9 last, transmitting the appeals (2477 *k* and 2478 *k*) of Messrs. Marshall Field & Co., from your assessment of duty at the rate of 40 per cent. ad valorem on certain so-called "cotton braids" imported, per "Rhein" and "Ems," and transported to your port under immediate-transportation entries Nos. 10344 and 8645, and returned by the appraiser at your port as "cotton trimmings," under T. I., new, 325.

The appraiser at Boston reports that he should classify such articles as cotton trimmings; that they are not commonly called "braids," but are sometimes so called; that they are used for trimmings, and for no other purpose.

The appraiser at New York reports that the goods, although denominated "novelty braids," "feather-edge braids," &c., and commercially known as such, are not, in fact, made upon a braiding machine, nor are they cotton trimmings, but are used in the manufacture of trimmings, and that such goods are classified at that port as "manufactures of cotton," under T. I., new, 324.

From an inspection of the samples submitted, it appears that the goods are not trimmings, not being in condition to be used as such without further manufacture, but that they are a manufacture of cotton not otherwise provided for.

It is apparent, also, that they are commercially known as "braids," though not made on a braiding-machine.

The duties on "cotton braids" and manufactures of cotton not otherwise provided for are both provided for under T. I., new, 324, at 35 per cent. ad valorem.

The Department holds that the appeals are well taken, and you will accordingly reliquidate the entries on the basis indicated, and take the necessary steps for refunding the excess of duty exacted.

Very respectfully,

CHAS. E. COON,
Acting Secretary.

COLLECTOR OF CUSTOMS, *Chicago, Ill.*

EXHIBIT 15.—*Free Entry—"Bragg's Charcoal."*

TREASURY DEPARTMENT, *October* 15, 1885.

SIR: The Department is in receipt of your letter of the 6th instant, transmitting the appeal (3455 *m*) of R. F. Arnold & Co. from your assessment of duty at the rate of * * * 40 (?) per cent. ad valorem, on certain * * * "Bragg's charcoal" imported, per "Grecian Monarch," March 24, 1885, and returned by the appraiser at your port as a proprietary medicine, dutiable under T. I., new, 99.

* * * * * * *

The appraiser reports that the so called Bragg's charcoal is simply pure charcoal, to which the maker's name has been attached for the purpose of identification; that it is not prepared according to any secret formula, nor are there any special claims made for it as a remedy or specific for disease.

The Department accordingly holds that the appeal is well taken, and you are authorized to reliquidate the entry free of duty as to said charcoal, and take the necessary steps for refunding the excess of duty exacted.

* * * * * * *

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 16.—*Raffia—Duty on.*

TREASURY DEPARTMENT, *December* 18, 1885.

SIR: The Department is in receipt of your letter of the 30th ultimo, transmitting the appeal (7543 *m*) of Mr. W. W. Rawson from your assessment of duty at the rate of $15 per ton on certain raffia imported, per "Boston City," September 25, last, and returned by the appraiser at your port as a vegetable substance not specially enumerated or provided for, and dutiable under T. I., new, 333.

It appears that the article in question is a grass grown in Madagascar, and imported usually by gardeners and seedsmen for tying up plants, &c.

The appellant claims that the article is entitled to free entry under the provisions of T. I., new, 636, as a "crude dried vegetable fibre, not edible."

The Department is of the opinion that the claim of the appellant is well founded, and that the article in question should be admitted to free entry under the paragraph cited, and in accordance with the Department's decision of April 11, 1884, (Synopsis 6293,) on istle-grass.

You are authorized to reliquidate the entry free of duty, and take the necessary steps for refunding the duty exacted.

Respectfully yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Boston, Mass.*

EXHIBIT 17.—*Crude Minerals—Duty on.*

TREASURY DEPARTMENT, *December* 22, 1885.

SIR: The Department duly received your letter of October 30, last, transmitting the appeal (5448 *m*) of T. C. Dempsey from your assessment of duty at the rate of 20 per cent. ad valorem, under T. I., new, 215, on certain so-called crude mineral substances imported at your port October 10, last, and which the appellant claims to be entitled to free entry, under the provisions of the free-list, T. I., new, 621, as manganese ore.

The sample received with your letter was referred to the collector at New York, and, from his report and the reports of the appraiser and chemist at that port, it would appear that the article in question contains 67 per cent. of metallic manganese and $\frac{9}{10}$ per cent. of metallic iron.

In accordance with the rule laid down in Department's decision of July 28, 1879, (Synopsis 4114,) the article is manganese ore, and as such entitled to free entry, under T. I., new, 621.

* * * * * * *

Respectfully yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Ogdensburg, N. Y.*

EXHIBIT 18.—*Seeds, Mangel-Wurzel and Turnip—Free; Beet and Cabbage—Dutiable as Garden-Seeds.*

TREASURY DEPARTMENT, *January* 14, 1886.

SIR: The United States Supreme Court in the October term, 1885, confirmed the decision of the United States circuit court for the eastern district of Michigan in the case of D. M. Ferry & Co. *vs.* William Livingston, jr., collector, which involved the proper classification of certain seeds imported at your port by said firm, and embraced in their appeals 4266 *k* and 4267 *k*, submitted by you on January 3, 1885.

Under said decision it was held that mangel-wurzel and turnip-seeds are not subject to duty as garden-seeds, but are exempt from duty under the provision in the free-list, act of March 3, 1883 (T. I., new, 760), for "seeds of all kinds, except medicinal seeds, not specially enumerated or provided for," and that beet and cabbage seeds are dutiable at the rate of 20 per cent. ad valorem, under the provision in paragraph 465 of said act for "garden-seeds."

You are, therefore, authorized * * * to accept the decision of the courts as a rule of action in similar cases.

* * * * * * * *

Respectfully yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Detroit, Mich.*

EXHIBIT 19.—*Fossil-Meal, or Kieselguhr—Duty on.*

TREASURY DEPARTMENT, *December* 31, 1885.

SIR: The Department is in receipt of letters from the United States attorney at New York, dated the 1st and 22d instant, respectively, with regard to the case (N. S., 9252) of August Giese *et al. vs.* Wm. H. Robertson, collector, &c., lately tried at your port before Judge Wallace and a jury, in the United States circuit court.

The case involved the proper rate of duty on so-called "fossil-meal," or "kieselguhr," imported by the plaintiffs from Germany, which, it is understood, consisted of a compound article containing about 95 per cent. of infusorial earth and 5 per cent. of cow's hair and Irish moss.

It was classified by the defendant (collector) as a manufactured article not otherwise provided for, subject to duty at the rate of 20 per cent. ad valorem, under section 2513, Revised Statutes, as contained in act of March 3, 1883, while the plaintiffs (importers) claimed that it was dutiable at the rate of $3 per ton, under the provision in Schedule A, T. I., new, 98, for "all earths or clays, wrought or manufactured, not specially enumerated or provided for in this act."

Upon the trial of the case, the United States attorney reports that the plaintiffs proved that the article was an earth, wrought or manufactured; that earth was the principal component, and that the hair and moss were simply added in order to enable the earth to be put to the service for which it was intended—that is to say, that the earth contained the non-conducting and non-radiating properties, and that the hair and moss were simply to bind it together and to affix it to the pipes and boilers (for which the article is intended as a sort of a cement) in the shape of a mortar.

He further reports, that the question, being one of fact, was left by the judge to the jury to determine; that a verdict was rendered for the plaintiffs, thus holding, in effect, that the article was substantially a wrought, manufactured earth, and dutiable at the rate of $3 per ton; and that, in his opinion, the verdict was correct, and that the decision should be acquiesced in.

The Solicitor of the Treasury, in a communication dated the 18th instant, also advises acquiescence in the said decision.

Upon submitting the matter to the United States Attorney-General, under section 1 of the act of March 3, 1875, that officer advises, under date of the 28th instant, that no appeal or writ of error should be taken by the United States in said case.

You are, therefore, instructed to take the necessary steps for the payment of the judgment as soon as it shall be entered of record, and to forward to the Department the usual certified statement for its payment.

* * * * * * * *

Respectfully yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 20.—*Scrap Books—Duty on.*

TREASURY DEPARTMENT, *September* 5, 1885.

SIR: The Department is in receipt of your letter of the 18th ultimo, submitting the appeal (1444 *m*) of Davis Bros., Toklas & Co. from your assessment of duty at the rate of 20 per cent. ad valorem on certain scrap-books imported by them (entry No. 163) July 6, 1885, and classified as "bound blank books."

Under date of February 16, 1875 (Synopsis, 2109), the Department decided that scrap-books or scrap-albums were not "blank books" in the sense contemplated by the statute, but were dutiable according to the materials of which they were composed.

In the present case the importers claim that the books are dutiable at the rate of 15 per cent. ad valorem, as "manufactures of paper," and their claim appears to be well founded.

You are hereby authorized to readjust the entry at that rate, and to take measures for refunding the excess of duty.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *San Francisco, Cal.*

EXHIBIT 21.—*Loop or Button Needles—Duty on.*

TREASURY DEPARTMENT, *February* 16, 1886.

SIR: The Department is in receipt of your letter of the 10th instant, submitting the appeal (2744) of Messrs. J. W. Hampton, jr., & Co. from your assessment of duty on certain needles (so called) imported by them, per "British Princess," January 18, 1886, and classified as "manufactures of steel."

From an examination of the sample submitted and the report of the appraiser, it appears that the articles are known as loop-needles, and consist of a sharp-pointed steel instrument which terminates in a flat loop at one end, and is used for fastening buttons on shoes, the buttons being hooked in the loop and the shank drawn through the leather, where it is secured by a wire or otherwise.

The articles being in fact needles, are entitled to entry at the rate of 25 per cent. ad valorem, under the provision for "needles, sewing, darning, knitting, and all others not specially enumerated or provided for."

You are therefore authorized to readjust the entry and to take measures for refunding the excess of duty.

Respectfully yours,

W. E. SMITH,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Philadelphia, Pa.*

EXHIBIT 22.—*Cartons and other inside Coverings.*

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., February 2, 1886.

Appended hereto will be found a copy of the decision of the United States Supreme Court in the suit of Oberteuffer *et al. vs.* Robertson, which involved the question as to the liability to duty of cartons and other inside coverings of imported merchandise, and the cost of packing the same in the outside packages.

The merchandise which was the subject of the suit consisted of gloves and hosiery put up in cartons or paper boxes of one-half dozen and one dozen pairs each. The importers (plaintiffs) on making entry at the custom-house excluded the cost of such cartons and packing charges, while the appraiser in returning the dutiable value of the goods added to such entered value the cost of the cartons and packing, whereupon duty was assessed by the collector on the addition thus made.

It will be seen that the Supreme Court now decides that such action on the part of the appraiser and collector was erroneous, and that under the provisions of section 7 of the act of March 3, 1883, neither the cost of the cartons, and other inside coverings, nor the charges incident to the packing of goods for shipment are elements of dutiable value.

The rule thus laid down in this decision will be applied to all future importations and unliquidated entries, and also to all entries where the requirements of law as to protest, appeal, institution of suit, &c., have been fully complied with.

C. S. FAIRCHILD,
Acting Secretary.

To COLLECTORS OF CUSTOMS AND OTHERS.

SUPREME COURT OF THE UNITED STATES.

No. 1192.—OCTOBER TERM, 1885.

Reece M. Oberteuffer et al., Plaintiffs in Error, *vs.* William H. Robertson, Collector of the Port of New York.	In error to the Circuit Court of the United States for the Southern District of New York.

[January 25th, 1886.]

Mr. JUSTICE BLATCHFORD delivered the opinion of the court.

This is an action brought in a State court in New York, by Reece M. Oberteuffer, Henry Abegg, and Henry H. Daeniker, composing the mercantile firm of Oberteuffer, Abegg & Daeniker, against William H. Robertson, collector of the port of New York, to recover $140.80 as an excess of duties, paid on coverings and putting up charges on hosiery and gloves, on which *ad ralorem* duties were imposed by law. It was removed into the circuit court of the United States by the defendant. At the trial the jury rendered a verdict for the defendant, by direction of the court, and there was a judgment for him, for costs, to review which the plaintiffs have brought a writ of error.

In July, 1883, the plaintiffs imported from Bremen 2 cases of wool gloves, Nos. 4836, 4837; 21 cases of cotton hosiery, Nos. 4852 to 4872; and one other case of cotton hosiery, No. 168. There were three invoices covered by one entry.

The invoice of the two cases of gloves was dated at Leipzig and Chemnitz, in Saxony, June 29th, 1883, and was of goods purchased by the plaintiffs. It covered 500 dozen of gloves, in 5 items, the prices of which per dozen were given, and amounted to 2,415 marks. There was a deduction of 3 per cent. discount for cash, or 72 marks, 45 pfennigs, leaving 2,342 marks. 55 pfennigs. There was then added, under the item of "packing charges," 25 marks "for cases," 220 marks "boxes," and 5 marks "packing," being a total of 250 marks, less 3 per cent. discount for cash, or 7 marks, 50 pfennigs, leaving 242 marks, 50 pfennigs, which added made 2,585 marks, 05 pfennigs. In the entry, the value was stated at 2,342 marks, 55 pfennigs.

The invoice of the 21 cases of hosiery was dated at Leipzig and Chemnitz, in Saxony, July 5th, 1883, and was of goods purchased by the plaintiffs. It covered 2,949 dozen of hose, in 21 items, the prices of which per dozen were given, and amounted to 13,530 marks, 70 pfennigs. There was a deduction of 3 per cent. discount for cash, or 405 marks, 95 pfennigs, leaving 13,124 marks, 75 pfennigs. There was then added, under the item of "packing charges," 420 marks "for cases," 1,204 marks, 50 pfennings "boxes," and 42 marks "packing," being a total of 1,666 marks, 50 pfennigs, less 3 per cent. discount for cash, or 50 marks, leaving 1,616 marks, 50 pfennigs, which added made 14,741 marks, 25 pfennigs. In the entry the value was stated at 13,124 marks, 75 pfennigs.

The invoice of the one case of hosiery was dated at Hohenstein, Ernsthal, in Saxony, July 4th, 1883, and was of goods consigned to the plaintiffs for sale. It covered 178 dozen of hose, in 6 items, the prices of which per dozen were given, and amounted to 1,629 marks, 20 pfennigs. There was a deduction of 4 per cent. discount for cash, or 65 marks, 20 pfennigs, leaving 1,564 marks. There was then deducted, for "case" 10 marks; "freight from Hohenstein to Bremen," 15 marks; "and to New York," 29 marks; "consul fees," 10 marks, 75 pfennigs; and "insurance," 10 marks, 25 pfennigs; being a total of 75 marks, less 4 per cent. discount for cash, or 3 marks, leaving 72 marks, which deducted left 1,492 marks; which was the value stated in the entry.

On the invoice of the 2 cases of gloves the report of the appraiser was that 225 marks, (being the 220 marks for "boxes" and the 5 marks for "packing,") less importer's discount, should be added "to make market value in marketable condition." This was done, and the duty paid on the added amount was $20.80.

On the invoice of the 21 cases of hosiery the report of the appraiser was that 1,246

marks, 50 pfennigs, (being the 1,204 marks, 50 pfennigs, for "boxes," and the 42 marks for "packing,") less importer's discount, should be added "to make market value in marketable condition." This was done, and the duty paid on the added amount was $114.80.

On the invoice of the one case of hosiery, the report of the appraiser was that 30 pfennigs per dozen should be added "to make market value in marketable condition." This was done, and the duty paid on the added amount was $5.20.

The importers filed a protest with the collector in due time, and duly appealed to the Secretary of the Treasury, and brought suit in due time. The protest covered the entry in this case and was as follows: "We protest against the liquidation, as made by you, of our entries of merchandise, below referred to, and against the payment of the duties exacted thereon, and exacted on the charges, of whatever nature, thereon, on the following grounds, and upon each and every one of them:

"First. That, under the act of March 3, 1883, the cost or market value of said merchandise is alone dutiable, whereas, in ascertaining the dutiable value thereof, there has been illegally estimated and included, as a part of such value, charges expressly declared by section 7 of said act to be non-dutiable.

"Second. That, under the act of March 3, 1883, only the value of said cotton hose or other merchandise is dutiable, whereas the value of the usual and necessary sacks, crates, boxes, and other coverings have been estimated as part of the value of said goods, in determining the amount of duties for which they should be liable, contrary to the provisions of section 7, act March 3, 1883.

"Third. By the act of March 3, 1883, all duties heretofore exacted upon charges incurred in the importation of merchandise are repealed, but there has been included, in estimating the dutiable value of said goods, actual, usual, and necessary charges for putting up, preparing, and packing said merchandise, and we hereby separately and distinctly protest against all duties assessed by reason of such additions to the actual cost or market value of the actual merchandise imported.

"Fourth. That, under the act of March 3, 1883, said cotton hose or other merchandise are only dutiable at their first cost or net market value in principal markets of countries whence exported, whereas the appraiser, in fixing the dutiable value of said merchandise, has illegally estimated and included as a part of such value the charges for finishing and putting up said merchandise, or one or more of said charges.

"Fifth. That the dutiable value of said merchandise is its cost or true market value, at the date of its exportation, in the principal markets of the country whence it was exported, free of charges, but you have assessed a duty thereon upon a valuation in excess of such net cost or value.

"Sixth. We further protest against the duty assessed hereon, claiming that, for reasons heretofore set forth, the net invoice or entered value is the true legal value upon which the duties should have been assessed, and that the additions made to such value are made contrary to the statutes of the United States, in that non-dutiable charges have been reckoned as a part of the dutiable value of said goods.

"And we give notice that we pay all higher duties or rates than is claimed above as the legal duty, under compulsion, and to obtain and keep quiet possession of our goods; and we also give notice that we do not intend by this protest to relinquish or waive any right we may have to a refund of the difference between the duty exacted of us and any less duty which may hereafter be adjudged the legal duty upon said goods, intending this protest to be made against the present duty charged upon said goods, claiming that said duty is not the legal duty to which said goods are chargeable, holding you and the Government responsible for all excess of duty exacted by you upon said goods above the legal duty, and protesting against all illegal exactions of duty thereon, and hereby give notice that we intend this protest to apply to all future similar importations by us, and also intend the duplicate protest herewith submitted for transmission by you to the Secretary of the Treasury, under the rules of your office, to be an appeal to him from your decision, and to likewise apply to all future similar importations by us."

The main question involved in the the case is as to whether it was lawful to impose duties on the items for "boxes" and "packing" in the invoices of the 2 cases and the 21 cases, and on the item added to the invoice of the one case, which item was one for like boxes and packing. There was no duty charged on the outside packing case. The "boxes" in question were paper boxes or cartons, which contained the goods, and were themselves packed in the outside case, and the item for "packing" was for packing the goods in the cartons and lining the outside case and packing the cartons in it. The cartons contained some of them a dozen, and some a half dozen, pairs of the articles. The outside case had a lining of heavy paper or oil-cloth, to protect the goods from sea-water. Some of the cartons had a partition running through the middle, with half a dozen pairs of the articles on each side of the partition; some had a dozen pairs in each carton; and some had half a dozen pairs in each carton. The prices affixed to the gloves and hosiery bought, in the invoices of them, represent the prices of the goods, without case, or cartons or packing. The plaintiffs paid not only for the goods, but for the cases, the cartons and the packing,

paying a price per dozen of the goods, which covered the cases, the cartons and the packing, which price was 50 pfennigs higher per dozen of the goods than if there had been no cartons. In the invoice of the one case, the prices affixed are the prices for the goods, including, in fact, the items deducted on the invoice, and also the charge for cartons, which charge was not deducted on the invoice, although there is nothing on the invoice to show that that charge was part of the price. The cartons are for the convenience of the trade, in transporting the goods, and preserving them, and handling them, and counting them; and the cartons go with the goods in them, until they become empty through the sale of their contents in the United States, to consumers who buy at retail, for use. The cartons have labels on, showing the article, and the style, and the size, and the quantity.

The contention of the plaintiffs is, that, by virtue of section 7 of the act of March 3d, 1883 (22 Stat., 523), referred to in the protest, it was unlawful to exact duty on the value of the cartons and the packing; that, in respect to the invoice of the one case, the addition made was for cartons already included in the entered value; and that it was error to direct a verdict for the defendant.

Before examining the provisions of the act of 1883, it will serve to make a determination of their meaning more easy if it is distinctly seen what were the enactments in force on the subject at the time that act was passed.

By section 7 of the act of March 3d, 1865 (13 Stat., 493), it was provided as follows: "That in all cases where there is or shall be imposed any ad valorem rate of duty on any goods, wares or merchandise imported into the United States, and in all cases where the duty imposed by law shall be regulated by, or directed to be estimated or based upon, the value of the square yard, or of any specified quantity or parcel of such goods, wares or merchandise, it shall be the duty of the collector within whose district the same shall be imported or entered, to cause the actual market value, or wholesale price thereof, at the period of the exportation to the United States, in the principal markets of the country from which the same shall have been imported into the United States, to be appraised, and such appraised value shall be considered the value upon which duty shall be assessed." The same section then provided for an addition, on entry, by the importer, to the invoice value, to make such actual market value or wholesale price, and for a duty of 20 per cent. ad valorem on the appraised value, in addition to other lawful duties, if the appraised value should exceed by 10 per cent. or more the value so declared in the entry. It also provided that the duty should "not be assessed on an amount less than the invoice or entered value;" and then repealed sections 23 and 24 of the act of June 30th, 1864 (13 Stat., 216, 217), "and all acts and parts of acts requiring duties to be assessed upon commissions, brokerage, costs of transportation, shipment, transshipment, and other like costs and charges incurred in placing any goods, wares or merchandise on shipboard, and all acts or parts of acts inconsistent with the provisions of this act." Section 24 of the act of 1864, thus repealed, was in these words: "That in determining the valuation of goods imported into the United States from foreign countries, except as hereinbefore provided, upon which duties imposed by any existing laws are to be assessed, the actual value of such goods on shipboard at the last place of shipment to the United States shall be deemed the dutiable value. And such value shall be ascertained by adding to the value of such goods at the place of growth, production, or manufacture the cost of transportation, shipment, and transshipment, with all the expenses included, from the place of growth, production, or manufacture, whether by land or water, to the vessel in which such shipment is made to the United States, the value of the sack, box, or covering of any kind, in which such goods are contained, commission at the usual rate, in no case less than two and one-half per centum, brokerage, and all export duties, together with all costs and charges, paid or incurred for placing said goods on shipboard, and all other proper charges specified by law."

The effect of the legislation thus embodied in section 7 of the act of 1865, as applicable to goods subject to ad valorem duty, was to fix as their dutiable value their actual market value or wholesale price at the period of their exportation to the United States, in the principal markets of the country from which they were imported into the United States, instead of their actual value on shipboard at their last place of shipment to the United States. The provision in the act of 1864, for adding, as part of the dutiable value, to the value of the goods themselves, the value of any sack, box, or covering containing the goods was repealed; and, under the act of 1865, the dutiable value was such actual market value or wholesale price abroad of the goods themselves, without sack, box, or covering; and the value of the sack, box, or covering was not to be added, and was not dutiable.

So much of section 7 of the act of 1865 as related to additions by the importer, on entry, and to the duty not being assessed on an amount less than the invoice or entered value, was re-enacted as section 2900 of the Revised Statutes. So much of the same section as related to the rule for appraisement was re-enacted as section 2906, in these words: "When an ad valorem rate of duty is imposed on any imported merchandise, or when the duty imposed shall be regulated by, or be directed to be estima-

ted or based upon, the value of the square yard, or of any specified quantity or parcel of such merchandise, the collector within whose district the same shall be imported or entered shall cause the actual market value, or wholesale price thereof, at the period of the exportation to the United States, in the principal markets of the country from which the same has been imported, to be appraised, and such appraised value shall be considered the value upon which duty shall be assessed."

After the act of 1865 followed the act of July 28th, 1866, the 9th section of which (14 Stat., 330) provided as follows: "That in determining the dutiable value of merchandise hereafter imported, there shall be added to the cost, or to the actual wholesale price or general market value at the time of exportation in the principal markets of the country from whence the same shall have been imported into the United States, the cost of transportation, shipment, and transshipment, with all the expenses included, from the place of production, growth, or manufacture, whether by land or water, to the vessel in which shipment is made to the United States; the value of the sack, box, or covering of any kind in which such goods are contained; commission at the usual rates, but in no case less than two and a half per centum; brokerage, export duty, and all other actual or usual charges for putting up, preparing, and packing for transportation or shipment. And all charges of a general character incurred in the purchase of a general invoice shall be distributed *pro rata* among all parts of such invoice; and every part thereof charged with duties based on value shall be advanced according to its proportion, and all wines or other articles paying specific duty by grades shall be graded and pay duty according to the actual value so determined: *Provided*, That all additions made to the entered value of merchandise for charges shall be regarded as part of the actual value of such merchandise, and if such addition shall exceed by ten per centum the value so declared in the entry, in addition to the duties imposed by law, there shall be levied, collected, and paid a duty of twenty per centum on such value."

These provisions of section 9 of the act of 1866 were re-enacted as sections 2907 and 2908 of the Revised Statutes in these words: "Sec. 2907. In determining the dutiable value of merchandise, there shall be added to the cost, or to the actual wholesale price or general market value at the time of exportation in the principal markets of the country from whence the same has been imported into the United States, the cost of transportation, shipment, and transshipment, with all the expenses included, from the place of growth, production, or manufacture, whether by land or water, to the vessel in which shipment is made to the United States; the value of the sack, box, or covering of any kind in which such merchandise is contained; commission at the usual rates, but in no case less than two and a half per centum; and brokerage, export duty, and all other actual or usual charges for putting up, preparing, and packing for transportation or shipment. All charges of a general character incurred in the purchase of a general invoice shall be distributed *pro rata* among all parts of such invoice; and every part thereof charged with duties based on value shall be advanced according to its proportion, and all wines or other articles paying specific duties by grades shall be graded and pay duty according to the actual value so determined. Sec. 2908. All additions made to the entered value of merchandise for charges shall be regarded as part of the actual value of such merchandise, and if such addition shall exceed by ten per centum the value declared in the entry, in addition to the duties imposed by law, there shall be collected a duty of twenty per centum on such value."

Then followed section 14 of the act of June 22d, 1874 (18 Stat., 188,) which provides as follows: "That wherever any statute requires that, to the cost or market value of any goods, wares, and merchandise imported into the United States, there shall be added to the invoice thereof, or, upon the entry of such goods, wares, and merchandise, charges for inland transportation, commissions, port duties, expenses of shipping, export duties, cost of packages, boxes, or other articles containing such goods, wares, and merchandise, or any other incidental expenses attending the packing, shipping, or exportation thereof from the country or place where purchased or manufactured, the omission, without intent thereby to defraud the revenue, to add and state the same on such invoice or entry shall not be a cause of a forfeiture of such goods, wares, and merchandise, or of the value thereof; but in all cases where the same, or any part thereof, are omitted, it shall be the duty of the collector or appraiser to add the same, for the purposes of duty, to such invoice or entry, either in items or in gross, at such price or amount as he shall deem just and reasonable, (which price or amount shall, in the absence of protest, be conclusive), and to impose and add thereto the further sum of one hundred per centum of the price or amount so added; which addition shall constitute a part of the dutiable value of such goods, wares, and merchandise, and shall be collectible as provided by law in respect to duties on imports." Section 26 of the same act repealed all prior inconsistent provisions.

Such were the enactments in force when the act of 1883 was passed. When the duty was ad valorem, or based on the value of a given quantity or parcel of goods, there was, by section 2906 of the Revised Statutes, to be an appraisement here of the

actual market value or wholesale price of the goods, at the period of exportation, in the principal markets of the country from which they were imported, and such appraised value was to be the dutiable value of the goods, as merchandise, without reference to any of the items required by section 2907 to be added as charges to such actual market value or wholesale price of the goods. All those items so required to be added were charges, and not part of the appraised value of the goods. By section 2908, if the items added for charges, after entry, exceeded by 10 per cent. the entered value of the goods, a duty of 20 per cent., in addition to the duties imposed by law, was required to be collected "on such value." This additional duty did not depend on an intent to defraud, but was imposed for the mere omission of the charges from the entry. By section 14 of the act of 1874, the omission to add the charges, without intent to defraud, was declared not to be a cause of forfeiture, but when they were omitted, it was made the duty of the public officers to add them for the purposes of duty, and to add the further sum of 100 per cent. of the amount so added, such additions to be a part of the dutiable value.

Then followed the 7th section of the act of 1883, in these words: "That sections twenty-nine hundred and seven and twenty-nine hundred and eight of the Revised Statutes of the United States, and section fourteen of the act entitled 'An act to amend the customs revenue laws, and to repeal moieties,' approved June twenty-second, eighteen hundred and seventy-four, be, and the same are hereby, repealed, and hereafter none of the charges imposed by said sections, or any other provisions of existing law, shall be estimated in ascertaining the value of goods to be imported, nor shall the value of the usual and necessary sacks, crates, boxes, or covering, of any kind, be estimated as part of their value in determining the amount of duties for which they are liable: *Provided*, That if any packages, sacks, crates, boxes, or coverings of any kind, shall be of any material or form designed to evade duties thereon, or designed for use otherwise than in the bona fide transportation of goods to the United States, the same shall be subject to a duty of 100 per centum ad valorem upon the actual value of the same."

By this section 7 of the act of 1883, in the first place, sections 2907 and 2908 of the Revised Statutes, and section 14 of the act of 1874, are repealed. This repeals the provision of section 2907, that, in determining the dutiable value of the merchandise, there shall be added to its appraised market value (to be ascertained under section 2906, which is left unrepealed) the expenses and charges mentioned in section 2907, among which are "the value of the sack, box, or covering, of any kind, in which such merchandise is contained," "and all other actual or usual charges for putting up, preparing, and packing for transportation or shipment." It also repeals the provision of section 2908 for the additional duty of 20 per cent. when the addition for the charges mentioned in section 2907 exceeds by 10 per cent. the entered value. It also repeals the provisions of section 14 of the act of 1874, for the addition of double the charges omitted, among which charges are specified "cost of packages, boxes, or other articles containing such goods, wares, and merchandise, and any other incidental expenses attending the packing, shipping, or exportation thereof from the country or place where purchased or manufactured."

The items thus specified in section 2907 of the Revised Statutes, and in section 14 of the act of 1874, being charges, and being eliminated as part of the dutiable value of goods, and section 2906 remaining for the appraisement of the goods *per se*, without the addition of any of the charges so abolished, it would seem that the meaning of section 7 of the act of 1883 was plain.

But that section goes on to say: "And hereafter none of the charges imposed by said sections or any other provisions of existing law shall be estimated in ascertaining the value of goods to be imported." Nothing is imposed by section 2907 of the Revised Statutes but the addition to the appraised market value, provided for by section 2906, of the items specified in section 2907, all of which are thus declared by section 7 of the act of 1883 to have been "charges." Those charges are no longer to be added or estimated, as before, in determining the dutiable value of the goods. So, the repealed section 14 of the act of 1867 imposed nothing except in respect of the items it specified, which were items to be added to appraised market value, and are, therefore, declared by section 7 of the act of 1883 to have been "charges."

But that section goes on still further to say: "Nor shall the value of the usual and necessary sacks, crates, boxes, or covering, of any kind, be estimated as part of their value in determining the amount of duties for which they are liable." This means, that not only, as the section had declared, shall none of the charges provided for in the repealed sections be added or estimated in ascertaining dutiable value, but the value of the sacks, crates, boxes, or covering, of any kind, shall not be estimated as part of the value, or included in the value, of the goods, but shall be omitted, leaving the value of the goods to be appraised *per se*, under section 2906, without estimating or including the value of the sack, crate, box, or covering, of any kind, and, therefore, requiring such latter value to be deducted, if the entry or invoice includes it, either separately, or as part of a price or value affixed to the goods, if

it is capable of separation and deduction, unless the effect is to reduce the dutiable value below the invoice or entered value. For, by section 2907 of the Revised Statutes, "the value of the sack, box, or covering, of any kind, in which such merchandise is contained," was required to be added, that is, estimated in determining the dutiable value of merchandise; and the items required by section 14 of the act of 1874 to be added to the market value of goods, for the purposes of duty, cover the "cost of packages, boxes or other articles containing" the goods, and the expenses of packing.

The last clause of section 7 of the act of 1883 adds force to the foregoing views. It is this: "*Provided*, That if any packages, sacks, crates, boxes, or coverings, of any kind, shall be of any material or form designed to evade duties thereon, or designed for use otherwise than in the *bona fide* transportation of goods to the United States, the same shall be subject to a duty of one hundred per centum ad valorem upon the actual value of the same." This implies that if the boxes or coverings of any kind are not of a material or form designed to evade duties thereon, and are designed to be used in the *bona fide* transportation of the goods to the United States, they are not subject to duty. If either of these things occurs they are subject to 100 per cent. duty. There is not, in the present case, any suggestion that the cartons were of a form or material designed to evade duties thereon. They were of the usual kind known to the trade before the law was passed, as customarily used for the same purpose. They were designed to be used in the *bona fide* transportation of the goods to the United States, not only because they were and had been a customary article in the trade for covering and transporting these goods, but because they were intended to accompany the goods and remain with them in the hands of the retail dealer, until the goods should be sold to the consumer.

The change made by section 8 of the act of 1883 in the oaths required on entry, is in consonance with the above interpretation of the effect of section 7. Section 8 amends section 2841 of the Revised Statutes, as to the forms of the three several oaths, in the following manner, the particular parts referred to of the old forms and the new ones being placed side by side, and the parts in each which differ from the other being in italic:

Oath of consignee, importer, or agent.

Old oath.	*New oath.*
"that the invoice now produced by me exhibits the actual cost, (if purchased,) or fair market value, (if otherwise obtained,) at the time or times, and place or places, when or where procured, (as the case may be,) of the said goods, wares, and merchandise, *all the charges thereon*, and no other or different discount," &c.	"that the invoice now produced by me exhibits the actual cost (if purchased,) or fair market value (if otherwise obtained,) at the time or times, and place or places, when or where procured (as the case may be,) of the said goods, wares, and merchandise, *including all costs for finishing said goods, wares, and merchandise to their present condition*, and no other or different discount," &c.

Oath of owner in cases where merchandise has been actually purchased.

Old oath.	*New oath.*
"that the invoice which I now produce contains a just and faithful account of the actual cost of the said goods, wares, and merchandise, *of all charges thereon*, including *charges* of *purchasing, carriages, bleaching, dyeing, dressing*, finishing, *putting up, and packing*, and no other discount," &c.	"that the invoice which I now produce contains a just and faithful account of the actual cost of the said goods, wares, and merchandise, including *all cost* of finishing *said goods, wares, and merchandise to their present condition*, and no other discount," &c.

Oath of manufacturer or owner in cases where merchandise has not been actually purchased.

Old oath.	*New oath.*
"the invoice which I now produce contains a just and faithful valuation of the same, at their fair market value, *including charges of purchasing, carriages, bleaching, dyeing, dressing, finishing, putting up and packing* at the time," &c. "that the said invoice contains also a just and faithful account of all *charges actually paid*, and no other discount," &c.	"the invoice which I now produce contains a just and faithful valuation of the same, at their fair market value, at the time," &c. "that the said invoice contains also a just and faithful account of all *the cost for finishing said goods, wares, and merchandise to their present condition*, and no other discount," &c.

It is apparent that these new forms of oath leave out "charges" entirely, because the statute leaves them out as dutiable items. The "cost of finishing the goods to their present condition" is part of the value of the goods abroad outside of the abolished "charges." Goods may be bought abroad unfinished, and then caused to be finished; but in no case can the cost of finishing be left out of their value, however they have been obtained. So, the new oaths embrace only the value of the goods *per se*, and there is no oath as to any item before called "charges." The item of "fin-

ishing" is broad enough to include bleaching, dyeing, and dressing, but does not include any of the other charges specifically named in the old oaths.

The contention on the part of the Government is that section 7 of the act of 1883 repeals only so much of the prior statutes as added to the market value abroad the charges which were incident to the shipment of the goods, after they were put in a condition for the market abroad, as usually sold; that the expense of the cartons was necessary to put them into that condition; that the value of the cartons was part of the market value of the goods abroad; and that, therefore, it must enter into the dutiable value. It is urged that the carton is not incident to the transportation of the goods, but is part of their preparation for sale abroad; that it is an integral part of the value of the whole, carton and goods, as a unit; that, in valuing such unit, nothing more is done than valuing the goods, ready for sale; and that, although, in one sense, the carton is a charge, it is a charge incurred in putting the merchandise into the condition in which it is sold abroad, and it becomes part of the goods, and its value is merged in the value of the filled carton. The sufficient answer to these suggestions is, that they allow no weight to the declaration of the statute that the value of the usual and necessary box or covering, of any kind, shall not be estimated as part of the value of the goods, in determining the amount of duties for which the goods are liable. The carton is a usual box or covering. It is a necessary box or covering, within the meaning of the law, on the facts shown in the bill of exceptions. It was a box or covering in which the goods were contained, and so was a charge specifically imposed by section 2907 of the Revised Statutes; and section 7 of the act of 1883 says that no charge imposed by section 2907 shall be estimated in ascertaining the value of the goods.

The bill of exceptions shows, that, after the enactment of section 14 of the act of 1874, and prior to March 3d, 1883, it was the practice of the custom-house at New York, where there were cartons with the goods, and the cartons were not set forth in the invoice, to treat the value of the cartons as a charge, under that section, and add such value, and 100 per cent. thereon, to make dutiable value. No statute is referred to which ever recognized the value of cartons as other than a charge, and no such practice appears to have obtained before March 3d, 1883.

As the action of the collector in this case appears to have been founded on a circular issued by the Treasury Department on May 15th, 1883, and was sanctioned by the opinion of the Attorney-General, Mr. Brewster, given to the Secretary of the Treasury on January 11th, 1884, and as there have been decisions of circuit courts in accordance with those views (although there have been some to the contrary), the question involved has been carefully considered by this court, and the judges are unanimously of opinion that the true view of the statute in force at the time the goods in this case were entered is that announced in this opinion.

It appears that, after verdict and before judgment, there was a motion made for a new trial in this case, in deciding which (Oberteuffer *vs.* Robertson, 24 Fed. Rep., 852) the court stated that the verdict for the defendant was directed on the ground that the plaintiff's protest "was insufficient to present the objections relied upon by them to the exaction of the duties in controversy," but that the motion for a new trial was denied on the ground that the duties were not illegally exacted.

It is contended for the Government, that a reappraisement should have been applied for by the plaintiffs, under section 2930 of the Revised Statutes, and that they mistook their remedy. We are of opinion that this is not a sound view. They were not dissatisfied with the appraisement of the value of the goods *per se*. That value was left at the value stated in the invoice. The addition of the items for cartons and packing was no part of the duty or function of the appraiser, acting under section 2906, to appraise the foreign market value of the goods. Although, in form, the appraiser added the items for cartons and packing, the action of the custom-house was only a decision of the collector, under section 2931, that the cartons and packing were dutiable costs and charges. Those items appeared distinctly, as to two of the invoices, on them and on the entry, as charges for boxes and packing, and, being deducted as such on the face of the entry, were again added as such by the appraiser. As to the third invoice, the value of the cartons and packing, being included in the invoice value, was left in in the entered value, and a sum was added which in fact represented a second time the value of the cartons and packing, as a dutiable charge. We are of opinion that the first, second, and third paragraphs of the protests in this case are sufficient to raise the points relied on by the plaintiffs, and that to protest was the proper way to raise those points.

The exaction of duty on the packing, whether packing the goods in the cartons, or the cartons in the outer case, or lining the outer case, was not warranted by law. These were "charges" under the former statutes and were abolished as charges by the act of 1883.

As to the one case of hosiery, the addition to the entered value, of 30 pfennigs per dozen for the cartons and packing, was unauthorized, and the goods were dutiable at only the entered value of 1,492 marks. As, under section 2900 of the Revised

Statutes, duty cannot, as to the goods, "be assessed upon an amount less than the invoice or entered value," whatever is put down in the invoice and entry as the value of the goods *per se* cannot be diminished, although in fact there may have been included in such value the cost of cartons and packing, unless the invoice or entry shows distinctly what such cost was and that it was included. In fact the cartons and packing were included twice, as to the one case of hosiery, in exacting duties, but only that which the appraiser added for them can be deducted, although their cost would not properly have been part of the dutiable value if the invoice and entry had not stated the value of the goods at a price which in fact included the cost of the cartons and packing.

It results, from these views, that the judgment of the circuit court must be reversed, and the case be remanded to that court, with a direction to grant a new trial.

EXHIBIT 23.—*Cotton Chenille Portières and Table-Covers—Duty on.*

TREASURY DEPARTMENT, *October* 28, 1885.

SIR: The Department is in receipt of your letter of the 9th instant, transmitting the appeal (4336*m*) of Messrs. C. F. Hovey & Co., from your decision assessing duty at the rate of 40 per cent. ad valorem on certain cotton chenille portières and table-covers imported into your port on the 19th ultimo, per "Neptune," which the appellants claim to be dutiable at the rate of 35 per cent. ad valorem.

It is understood that the articles in question consist of portières and table-covers ready and fit for use, which are made from a species of cotton cloth known by the name of "chenille."

These articles being completed manufactures, and not being otherwise specially enumerated, are, in the opinion of the Department, dutiable at the rate of 35 per cent. ad valorem, under the provision in Schedule I, T. I., new, 324, for "all manufactures of cotton not specially enumerated or provided for," as claimed by the appellants. This view is also taken by the experts of the custom-house at New York, at which port it is the practice to classify completed articles of this character under the last-named paragraph.

You are therefore authorized to reliquidate the entry, and to take the necessary steps for refunding the excessive duties.

Of course, where cotton chenille *cloth* is imported *in the piece*, it is liable to the duty imposed by the countable clauses of Schedule I, for all cotton cloth."

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Boston, Mass.*

EXHIBIT 24.—*Flitter Stickereien (Spangle Ornaments)—Duty on.*

TREASURY DEPARTMENT, *December* 29, 1885.

SIR: The Department is in receipt of your letter of the 30th ultimo, transmitting the appeal (7600*m*) of A. Weidmann from your decision assessing duty at the rate of 35 per cent. ad valorem on certain so-called "flitter stickereien" imported, per "India," February 7, 1885, which the appellant claims to be dutiable at the rate of 25 per cent, ad valorem.

It appears, from the report of the appraiser and an inspection of a sample, that the appeal is well taken, the merchandise in question consisting of spangle ornaments which assimilate in character, manufacture, and uses to which they are applied to the articles enumerated in Schedule N, T. I., new, 427, which are dutiable at the rate of 25 per cent. ad valorem.

You will, therefore, reliquidate the entry, and take the necessary steps for refunding the excessive duties.

Respectfully, yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 25.—*Mock Jewelry, Small Glass Balls for—Duty on.*

TREASURY DEPARTMENT, *January* 8, 1886.

SIR: The Department is in receipt of your letter of the 17th ultimo, submitting the appeals (8596 *m* and 8597 *m*) of Messrs. Hecht Bros. from your assessment of duty at the rate of 45 per cent. ad valorem on certain "compositions of glass or paste, not set" (so called), imported by them, per "Hammonia," August 18, and "Westphalia," August 16, 1884.

The appraiser reports that the goods consist of colored, plain, and faceted glass balls of various sizes, which are used in the manufacture of mock jewelry, and ornamental combs, hair-pins, &c., and that they were classified as manufactures of glass and of glass and metal.

From an inspection of the samples submitted, which are imitations of amber, and the appraiser's report as to the uses to which they are applied, the Department is of opinion that they are "compositions of glass or paste not set," as claimed by the appellants, and dutiable at the rate of 10 per cent. ad valorem, under T. I., new, 420.

You are therefore authorized to readjust the entries, and to take measures for refunding the excess of duty.

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 26.—*Stubb's Steel Rods, larger than No.* 5, *wire-gauge—Duty on.*

TREASURY DEPARTMENT, *January* 15, 1886.

SIR: The Department is in receipt, through the Solicitor of the Treasury, of a letter dated the 21st ultimo, from the United States attorney for the southern district of New York, in which he reports the trial of the case of Peter A. Frasse *et al.* against Robertson (N. S., 9657), which involved the question as to the clasification, under the existing tariff acts, of certain pieces or rods of polished steel, cut into three-foot lengths, and larger than No. 5, wire-gauge. This merchandise was classified by the collector at the time of importation as steel wire not specially provided for by size in the tariff acts, and subjected to a duty of 45 per cent. ad valorem, under the provision in Schedule C (T. I., new, 183), as "steel not specially enumerated or provided for in this act," while the plaintiffs claimed that it consisted of bars or rods of steel, polished, which, as it cost over 10 cents per pound, was dutiable at the rate of 3½ cents per pound, under the provision in said schedule, T. I., new, 177, for "steel" in "bars."

The United States attorney reports that the proofs submitted showed that the goods were known and bought and sold in this country as Stubb's steel rods; that they were imported to be made into drill-rods; and that after the charge of the court, which was entirely unexceptional, the jury returned a verdict for the plaintiff. The United States attorney seems to be of the opinion that the decision was correct. The Solicitor of the Treasury advised an acquiescence therein by the Department.

Upon submitting the case to the United States Attorney-General under the act of March 3, 1875, that officer certifies that no appeal or writ of error will be taken by the United States in the said suit.

The Department, therefore, acquiesces in the said decision, and hereby instructs you to take the necessary steps for the settlement and payment of the judgment as soon as it shall be entered of record in the court.

* * * * * * *

Department's decision of January 26, 1884 (Synopis, 6142), is hereby revoked, and you are directed to cause your practice to conform to the decision of the court in this case on all future importations of such merchandise.

Respectfully, yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 27.—*Paper Filters Manufactures of Paper—Decision* 6038 *Reversed.*

TREASURY DEPARTMENT, *January* 20, 1886.

SIR: The Department is in receipt, through the Solicitor of the Treasury, of a letter, dated the 22d ultimo, from the United States attorney for the southern district of New York, reporting the trial of the case of Wm. R. Woodward *vs.* W. H. Robertson, former collector, &c. (N. S., 9441), which resulted in favor of the plaintiff.

The question involved was whether an article commonly known as paper filters was dutiable at the rate of 25 per cent. ad valorem under the provision in Schedule M, T. I., new, 392, for "all other paper not specially enumerated or provided for," as classified by the collector at the time of importation, or at the rate of 15 per cent. ad valorem under the provision in the same schedule, T. I., new, 388, for "paper, manufactures of," as claimed by the plaintiff.

The United States attorney reports that the articles consisted of disks of various sizes, cut from filtering-paper of French manufacture, and that the plaintiff adduced evidence to prove that they were known in the trade as "paper filters," being thus distinguished from filtering-paper, from which they were cut.

The court charged the jury that if they should find that the articles were new articles, made from filtering-paper and adapted to a particular use, for which use they were complete when imported, their verdict should be for the plaintiff.

The jury rendered a verdict for the plaintiff, and the Solicitor of the Treasury recommends that the verdict be acquiesced in by the Department.

The Attorney-General, to whom the case was submitted under the act of March 3, 1875, also advises that no appeal or writ of error will be taken by the United States in said suit, and the Department therefore acquiesces in said decision and directs you, upon due entry of judgment in the case, to take the necessary steps for its settlement and payment.

You will also forward certified statements for the settlement of all similar suits pending at your port where the requirements of law as to protest, appeal, institution of suit, &c., have been fully complied with, and cause the practice at your port to conform to such decision on future importations of similar articles.

The Department's decision of November 21, 1883 (Synopsis, 6038), of a contrary tenor, is hereby reversed.

Respectfully, yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 28.—*Clocks—Glass Shades and Wooden Stands as part of.*

TREASURY DEPARTMENT, *January* 19, 1886.

SIR: The Department is in receipt, through the Solicitor of the Treasury, of a letter dated the 21st ultimo, from the United States attorney for the southern district of New York, reporting the trial of the case of the New Haven Clock Company against Wm. H. Robertson, former collector of customs (N. S., 9735), which resulted in a verdict for the plaintiff.

The question involved in this suit was whether certain glass shades used to cover clocks, and the wooden stands on which the clocks and shades stood, were dutiable at the rates of 40 per cent. and 35 per cent. ad valorem, respectively, as assessed by the defendant at the time of importation, or at the rate of 30 per cent. ad valorem, as claimed by the plaintiff, the latter being the rate prescribed by Schedule N (T. I., new, 414) for "parts of clocks."

The United States attorney reports that evidence was produced tending to show that the stands and shades in question were imported at the same time and in the same invoice with the clocks which they were intended to cover, and that the clocks so imported were of such a character as to render the stands and shades necessary to protect their works from dirt and dust, and to prevent the early tarnishing thereof, and also that evidence was produced to indicate that the shades and stands were bought from the same parties as the clocks, and that they were sold together—that is to say, a person buying one of the clocks would also buy the stand and shade which belonged to it, and all would be spoken of and sold and paid for as a clock.

The United States attorney expresses the opinion that the verdict in the case was a proper one, and recommends that it be acquiesced in by the Department, with the understanding, however, that cases of similar character should be judged by the particular and peculiar facts in each case—that is to say, if the shades and stands are imported at the same time with the clocks, in equal numbers, and fitted, adapted,

and intended for each other, the stands and shades should be fairly considered as parts of clocks, and as liable to the rate of duty prescribed by law therefor.

In this recommendation the Solicitor of the Treasury concurs, and upon submission of the case to the United States Attorney-General, under the act of March 3, 1875, that officer advises that no writ of error or appeal will be taken by the United States.

In view of this recommendation the Department concurs in such decision, and you are therefore authorized, upon due entry of judgment in the case, to take the necessary steps for its payment and settlement.

You are also directed to apply the said decision to all similar suits now pending at your port where the appraiser shall report that the stands and shades are parts of clocks, imported therewith as aforesaid, and where the provisions of law as to protest, appeal, and institution of suit, &c., have been fully complied with, and to forward certified statements for the consideration of the Department.

The Department decision of November 13, 1883 (Synopsis, 6014), of a contrary tenor, will be considered as amended in the particular mentioned.

Respectfully, yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 29.—*Tanning, Crude Articles for—Egg-Yolk—Decision 6277 Reversed.*

TREASURY DEPARTMENT, *January* 15, 1886.

SIR: The Department is in receipt, through the Solicitor of the Treasury, of a letter dated the 17th ultimo, from the United States attorney for the southern district of New York, in which he reports the trial of the case of Schulze-Berge *vs.* Robertson (N. S., 9563), which involved the question as to the classification under the tariff acts of an article called "egg-yolk," consisting of yolks mixed with brine.

This article, on importation, was classified by the collector as a non-enumerated manufactured substance, at the rate of 20 per cent. ad valorem, while the plaintiff claimed that it was exempt from duty under the provision in the free list (T. I., new, 689) for articles in a crude state, used in tanning, not specially enumerated or provided for.

The decision of the courts was in favor of the plaintiff, thus sustaining his claim for free entry of said article, he having proved that the substance was generally used by tanners as a softener of leather tanned by the alum process, and that the salt used in preserving the yolk was a necessary element in that process.

Both the United States attorney and the Solicitor of the Treasury advise that the judgment be acquiesced in by the Department, and the United States Attorney-General, to whom the matter was referred under the act of March 3, 1875, certifies that, no appeal or writ of error will be taken by the United States in the said suit.

You are authorized, upon due satisfaction of the judgment on the record of the court, to take the necessary steps for its settlement and payment, also to forward certified statements for the settlement of all similar suits pending at your port, where the requirements of law as to protest, appeal, institution of suit, &c., have been fully complied with. You will also cause your practice to conform to such decision in all future importations of similar merchandise.

The ruling of March 29, 1884 (Synopsis, 6277), is hereby revoked.

Respectfully, yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New Yoru.*

EXHIBIT 30.—*Cutlery—Spatulas or Palette-Knives.*

TREASURY DEPARTMENT, *March* 17, 1886.

SIR: The Department is in receipt of your letter of the 23d ultimo, reporting further on the appeal (1710*o*) of Messrs. J. M. Maris & Co., from your assessment of duty at the rate of 45 per cent. ad valorem, on certain spatulas or palette-knives, imported by them, per "Lord Gough," December 30, 1885, and claimed to be entitled to entry at the rate of 35 per cent. ad valorem, under the provision in paragraph 197, for "cutlery not specially enumerated or provided for."

Upon investigation it is found that the articles in question, which are knives with flexible blades and dull edges, and are used by druggists in the mixing of medicines,

and by artists in mixing colors on their palettes, are manufactured by cutlers, and are commercially known as cutlery.

The Department is, therefore, of opinion that, as they are not otherwise specially provided for, they are properly dutiable as cutlery, and you are hereby authorized to readjust the entry, and to forward a certified statement for a refund of the excess of duty.

Respectfully yours,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Philadelphia, Pa.*

EXHIBIT 31.—*Asbestos Paper—Duty on.*

TREASURY DEPARTMENT, *June* 18, 1885.

SIR: The Department is in receipt of your letter of the 8th ultimo, transmitting the appeal (73 *l*) of A. Asmann from your decision assessing duty at the rate of 25 per cent. ad valorem on certain so-called asbestos paper, imported into your port on the 20th of April last (Entry No. 3902), which the appellant claims to be dutiable either at the rate of 10 per cent. ad valorem or 15 per cent. ad valorem.

Upon inspection of the sample and an examination of the report of the analytical chemist who analyzed the same, it is found that the merchandise in question consists of paper which has been subjected to a process of manufacture by having its exterior surface coated in such a manner as to constitute a species of asbestos paper. The article, therefore, is, in fact, a manufacture in part of paper, and under the principle laid down in Department's decision of July 16, 1884 (Synopsis, 6463), with regard to bristol-board, it is subject to duty at the rate of 15 per cent. ad valorem, under the provisions of T. I., new, 388, for manufactures of paper, or of which paper is a component material, &c.

You will reliquidate the entry and take the necessary steps for refund of excess of duties exacted.

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *San Francisco, Cal.*

EXHIBIT 32.—*Cabinet-woods, Brierwood.*

TREASURY DEPARTMENT, *February* 16, 1886.

SIR: The Department duly received your letter of the 29th ultimo, transmitting the appeals, hereinafter named, of T. W. Robertson from your assessment of duty at the rate of 20 per cent. ad valorem, under the provisions of T. I., new, 234, on certain blocks and pieces of wood and cabinet-wood imported in the vessels named.

It appears from the report of the appraiser in this case, and from an inspection of the samples submitted, that the merchandise in question consists of brierwood blocks, of various sizes and forms, which the appellant claims are extensively used by cabinet-makers and box-makers for the manufacture of various kinds of ornaments used in cabinet furniture, fancy boxes, &c., and should be classified accordingly as "cabinet-wood," free of duty, under T. I., new, 818.

The appraiser, however, is of the opinion that the merchandise in question is imported by, and sold to, manufacturers of pipes and pipe-bowls, cigar-holders, &c.; that it has been roughly cut or sawed into forms and sizes specially intended for the purposes last mentioned, and is of the character of that subject of Department's decision of November 13, 1877 (Synopsis, 3411), wherein it was held that the merchandise therein described was entitled to entry under the provisions for "wood, unmanufactured, not otherwise provided for."

By reference to the Department's decision last mentioned, it will be seen that the question as to whether the woods therein considered were cabinet-woods was not raised, the Department having merely awarded to the appellant the reduction in rate which he claimed, and to which he was fairly entitled.

From evidence submitted by the appellant, it would appear that cabinet-woods possess and are known in the trade by certain qualities or characteristics, such as hardness, fine grain, color, adaptability to the purposes of ornamentation, &c., and that brierwood is extensively used in the arts and in the construction of the finest cabinet-

work, on account of its variegated appearance and its hardness and capacity for being carved and highly polished.

Samples of ornamental work made from this wood have been submitted, and the Department is of the opinion that it is a cabinet-wood within the meaning of paragraph 818 of the free-list, as claimed by the appellant, and that even if the convenience of trade or other reason had restricted its use almost exclusively to the manufacture of smokers' articles mentioned by the appraiser, such use would not operate to change the character of the wood.

In the opinion of the Department, the wood in question is fairly entitled to be classified as cabinet-wood, and, being unmanufactured, should be admitted to free entry, under paragraph 818 of the free-list.

You are therefore authorized to reliquidate the entry free of duty, and to take the necessary steps for refunding the excess of duty exacted.

* * * * * * *

Respectfully, yours,

W. E. SMITH,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 33.—*Dog-Biscuit—Duty on.*

TREASURY DEPARTMENT, *January* 7, 1886.

SIR: The Department is in receipt of your letter of the 5th ultimo, transmitting the appeal (8056 *m*) of H. C. Squires from your assessment of duty at the rate of 50 per cent. ad valorem on certain so called dog-biscuits imported, per "Crona," May 18, 1885, and returned by the appraiser as a proprietary preparation, dutiable under T. I., new, 99.

From the report of the appraiser filed in this case, it appears that the merchandise in question is a preparation of flour made in the form of a square biscuit, presenting neither the appearance of a drug nor evidence of any medicative office whatever; that it is patented, and in that sense only it is proprietary; but that, as it is not a medicine, it cannot be considered as properly dutiable under T. I., new, 99, the article being merely dog-food, and not a specific for any disease.

This view is in accordance with Department's decision of May 20, 1885, (Synopsis, 6926.)

The appraiser further reports that the article, not being enumerated in the tariff, is properly dutiable under the provision in section 2513, act of March 3, 1883, as an unenumerated manufactured article, at the rate of 20 per cent. ad valorem.

You are therefore authorized to reliquidate the entry in accordance with the foregoing, and take the necessary steps for refunding the excess of duty exacted.

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 34.—*Free Entry—Shells cut into pieces for making Knife-handles.*

TREASURY DEPARTMENT, *March* 5, 1885.

SIR: The Department is in receipt of your letter of January 30 last, transmitting the appeal (7702 *k*) of Messrs. Davies, Turner & Co. from your assessment of duty at the rate of 25 per cent. ad valorem on certain so-called "knife-handles" imported, per "City of Berlin," June 20, 1884, and returned by the appraiser at your port as manufactured mother-of-pearl, under T. I., new, 486.

From the report of the appraiser filed in this case, it appears that the articles are not manufactured, as returned by the examiner, but consist of unmanufactured shells, or pieces of the same, cut out without any further process of polishing, finishing, or manipulation.

They are, therefore, entitled to free entry, in accordance with the principles laid down in Department's decision of October 27, 1881, (Synopsis, 6616.)

The Department decides that the appeal is well taken, and authorizes you to reliquidate the entry free of duty, and take the necessary steps for refunding the excess of duty exacted.

Very respectfully,

H. F. FRENCH,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 35.—*Soap, Medicinal—Decisions* 6921 *and* 7035 *Modified.*

TREASURY DEPARTMENT, *January* 20, 1886.

SIR: The Department is in receipt of your letter of the 7th ultimo, transmitting the appeals hereinafter described of W. H. Schieffelin & Co. from your assessment of duty * * * at the rate of 50 per cent. ad valorem on certain so-called medicinal soaps.

* * * * * * *

Concerning the medicinal soaps covered by these appeals, the appraiser reports that they are identical in character with those covered by Department's decisions of May 16, 1885, (Synopsis, 6921,) and July 22, 1885, (Synopsis, 7035,) and that duty was accordingly assessed thereon under the provisions of T. I., new, 99.

The appraiser, however, expresses his dissent from the rulings aforesaid, and represents as follows: That the soaps in question are not protected by a patented title; that the formula thereof has been published; that the quantitative presence of the qualifying ingredients is plainly printed, and the methods of incorporation are well understood; that no monopoly or proprietary rights exist anywhere in or about these soaps; that they can be made of exactly the same substances and in the same proportions, advertised under the same name, and sold without the slightest restriction by any one anywhere.

In view of these representations and of the decided opinion of the appraiser, the Department submitted the question of the dutiable character of this merchandise to the Attorney-General, who, in his opinion, dated the 16th instant, states that he concurs with the appraiser in the view that the soaps referred to are not dutiable at the rate of 50 per cent. ad valorem, as proprietary medicines, and that he deems it advisable that the decisions in question be so modified as to conform to the classification recommended by the appraiser at New York.

You are accordingly authorized to reliquidate the entry at the rate provided in paragraph 8, T. I., new, for soaps not otherwise provided for, and to take the necessary steps for refunding the excess of duty exacted.

You will also apply this decision to the liquidation of future entries of this merchandise at your port.

* * * * * * *

Respectfully, yours,

C. S. FAIRCHILD.
Assistant Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 36.—*Musical Instruments, Parts of—Music-Box Springs.*

TREASURY DEPARTMENT, *April* 23, 1886.

SIR: The Department is in receipt of your letter of February 10 last, submitting the appeal (2872 *o*) of Messrs. L. A. Scherr & Co. from your assessment of duty at the rate of 45 per cent. ad valorem on certain music-box springs imported by them, per "Nederland," December 21, 1885.

The appellants claim that the springs in question are known to the trade as music-box springs; are intended to be used solely for the manufacture or repair of music-boxes, and that, being complete indispensable parts of musical instruments, they are entitled to entry at the rate of 25 per cent. ad valorem, as "parts of musical instruments," under the Department's decision of March 13, 1880, (Synopsis, 4453.)

The appraiser reports that the springs may be used in a music-box, a clock, or in any mechanical toy or machine which requires a strong spring, and are not used exclusively in music-boxes, and that they were therefore classified as "manufactures of steel not otherwise provided for."

Upon investigation it is ascertained that music-box springs are specially made for the manufacture or repair of music-boxes, and can be readily distinguished by any person familiar with them from clock-springs or springs for mechanical toys or other machines, being shorter and stronger than such springs.

The Department, therefore, decides that they are entitled to entry at the rate of 25 per cent. ad valorem, under the decision cited by the appellants, as parts of musical instruments, and you are hereby authorized to readjust the entry and to forward to the Department a certified statement for the refund of the excess of duty.

The decision of the Department as to steel wire for zither-strings, steel tubes for bicycles, and bushing-wire for repairing clocks, cited by the appraiser, do not relate to *completed* parts of the articles, and are not applicable to this case.

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *Philadelphia, Pa.*

EXHIBIT 37.—*Carpet-Wool.*

TREASURY DEPARTMENT, *August* 6, 1885.

SIR: The Department is in receipt of your letter of the 21st ultimo, transmitting the appeals (8678 *l* and 8679 *l*) of James Lees & Sons from your decision assessing duty at the rate of 5 cents per pound on certain carpet-wool imported by them, per "British Princess," August 31, 1884, and "Pennsylvania," September 8, 1884, which the appellants claim to be dutiable at the rate of 2½ cents per pound.

It appears that the wool in question is third-class carpet-wool, and that it costs under 12 cents per pound, without adding to the price thereof the cost of the bags in which it was contained. The cost of the bags, however, was added by you to its value, thereby making the apparent value of the wool over 12 cents per pound, and hence you assessed duty at the rate of 5 cents per pound.

Upon due investigation of the matter, it is ascertained that wool of this character is classified at both New York and Boston at a duty of 2½ cents per pound, it not being the practice at those ports to add to its value the cost of the bags.

The practice thus prevailing at those ports, of excluding the cost of bags, is, in the opinion of the Department, correct and proper under the statute, and therefore it is held that, as the wool is valued at less than 12 cents per pound, the appeal is well taken.

You will reliquidate the entries accordingly, and take the necessary steps for refunding the excessive duties.

* * * * * * *

Very respectfully,

C. S. FAIRCHILD,
Assistant Secretary.

COLLECTOR OF CUSTOMS, *Philadelphia, Pa.*

EXHIBIT 38.—*Lava Tips for Gas-Burners—Synopsis* 6502 *revoked.*

TREASURY DEPARTMENT, *March* 3, 1886.

SIR: The Department is in receipt, through the Solicitor of the Treasury, of a letter, dated the 15th ultimo, from Mr. Henry C. Platt, assistant United States attorney for the southern district of New York, in which he reports the trial of the case of the E. P. Gleason Manufacturing Company against W. H. Robertson, collector, &c., (N. S., 9422,) which resulted in a verdict in favor of the plaintiffs.

The question involved is whether certain lava-tips for gas-burners, which were imported into your port at various times from July 1, 1883, to April 11, 1884, were dutiable at the rate of 55 per cent. ad valorem, under the provision in Schedule B, T. I., new, 127, for "all other earthen, stone, and crockery ware, white, glazed, or edged, composed of earthy or mineral substances, not specially enumerated or provided for," or at the rate either of 20 per cent. ad valorem, under section 2513 of the Revised Statutes, (as contained in the act of March 3, 1883,) as an unenumerated manufactured article, or 25 per cent. ad valorem, under the further provision in Schedule B, T. I., new, 124, for "brown earthenware, common stoneware, gas-retorts, and stoneware not ornamented," as claimed by the appellants.

The articles in question, it appears, are manufactured from a peculiar Bavarian clay, which, though soft, in the nature of soap-stone, when taken from the earth, grows hard upon exposure to the atmosphere; that the clay immediately after being mined is cut into small blocks, which are then turned in the lathe into the desired shapes, and bored with the requisite holes, whereupon they are left to harden for a time by the action of the air, and then subjected to a simple baking process, whereby they become fitted for use as tips for gas-burners.

The evidence submitted on the trial tended to show that the articles were not commercially known as earthenware, in any proper sense of the term as used in the statute, and upon the charge of the judge to the jury to that effect a verdict was rendered in favor of the plaintiffs, to the effect that the articles were not enumerated in the tariff acts, and were, therefore dutiable at the rate of 20 per cent. ad valorem, under section 2513, as aforesaid.

The assistant United States attorney and the Solicitor of the Treasury both advise acquiescence by the Department in such verdict, and the United States Attorney-General, to whom the matter was submitted, under the act of March 3, 1875, advises that no writ of error or appeal will be taken in the said suit.

The Department therefore acquiesces in the decision thus rendered, and you are directed, upon due satisfaction of the judgment, to take the necessary steps for its settlement and payment.

You will also, upon due discontinuance of any similar suits now pending at your port, forward certified statements for their settlement in the usual manner, provided it appears that the requirements of law, as to protest, appeal, and institution of suit, &c., have been duly complied with.

You will also conform your practice to such decision in the assessment of duty on future importations of such merchandise.

The Department's decision of July 30, 1884, (Synopsis, 6502,) of a contrary tenor, is hereby revoked.

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *New York.*

EXHIBIT 39.—*Shell Opera Glasses.*

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., January 2, 1886.

SIR: Referring to recent correspondence with you in relation to certain suits lately tried at your port, involving the question as to the classification of certain so-called shell opera-glasses, you are informed that the Solicitor of the Treasury, to whom the matter was referred, is of opinion, after due consideration of all the facts and circumstances, that the only question submitted to the court was one of fact, as to whether shell was the component material of chief value of the article, as claimed by the plaintiffs, or glass or metal was the component of chief value, as returned by the appraiser, and that, as such question of fact was decided by the court in favor of the plaintiffs, it would be useless for the Government to take the case to the United States Supreme Court for review.

He, moreover, states that if the cases were taken to the Supreme Court the record would show no error in law, and that for that reason he is of opinion that the judgments should be settled and paid by the Department.

Upon the submission of the matter to the United States Attorney-General, under the act of March 3, 1875, that officer advised, under date of the 29th ultimo, that no appeal or writ of error will be taken from the judgment of the Circuit Court of the United States for the Northern District of Illinois in the said suits.

You are therefore authorized, upon due entry of the judgments, to forward certified statements for their settlement and payment.

It will be distinctly understood, however, that the Department does not acquiesce in the decision of the court in these cases, so as to make it a rule of practice in other importations, and that it is the intention to try another case involving the question as to the proper classification of such goods at as early a day as practicable.

Should such a case be ready for trial at your port, you will request the United States attorney to consult with the appraiser at your port as to the best means of defending the same, and also to notify the Department of the time when a trial of the case is expected to occur.

The suits to which this letter relates are those (2) of Louis Manasse *vs.* Spaulding (Nos. 18915 and 19523), and (1) Otto Young *et al. vs.* Same, (No. 18913.)

Respectfully, yours,

C. S. FAIRCHILD,
Acting Secretary.

COLLECTOR OF CUSTOMS, *Chicago, Ill.*

49TH CONGRESS, 2d Session. | HOUSE OF REPRESENTATIVES. | EX. DOC. No. 11.

MAP OF THE UNITED STATES.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Estimate of the Director of the Geological Survey for engraving sheets of the map of the United States.

DECEMBER 6, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *December* 6, 1886.

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of letter of the Secretary of the Interior of this date, inclosing an estimate by the Director of the Geological Survey in the sum of $54,000 for the engraving of the sheets of the map of the United States.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE of REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
Washington, December 6, 1886.

SIR: I have the honor to inclose herewith an estimate by the Director of the Geological Survey for $54,000 for the engraving of the sheets of the map of the United States, with the request that the same be forwarded to the House of Representatives for appropriate action.

Very respectfully,

L. Q. C. LAMAR,
Secretary.

The SECRETARY OF THE TREASURY.

DEPARTMENT OF THE INTERIOR,
U. S. GEOLOGICAL SURVEY,
Washington, December 6, 1886.

SIR: I have the honor to request that an estimate be transmitted to the chairman of the Committee on Appropriations of the House of Representatives for the engraving of the sheets of the map of the United States during the fiscal year ending June 30, 1888, and request that an appropriation of the sum of $54,000 be made for that purpose, as follows:

For the engraving of the sheets of the map of the United States, $54,000.

I am, with great respect, your obedient servant,

J. W. POWELL,
Director.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 12.

EAST WING INTERIOR DEPARTMENT BUILDING—RECONSTRUCTION.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Detailed estimate and plan of the proposed reconstruction of the east wing of Interior Department building.

DECEMBER 7, 1886.—Referred to the Committee on Public Buildings and Grounds and ordered to be printed.

TREASURY DEPARTMENT, *December* 6, 1886.

SIR: In connection with the estimate on page 164 of the Book of Estimates for the fiscal year 1888 for reconstructing the east wing of the Interior Department building, I have the honor to transmit herewith the details of said estimate and the plan of the proposed work for consideration therewith.

Respectfully yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
Washington, April 26, 1886.

SIR: Your communication of the 7th instant, in relation to the proposition "to submit an estimate to the Congress for the completion of the reconstruction of this building by fire-proofing the east wing," was received by me in due time.

Immediately after receiving such communication I referred it to a committee of three of the employés of this office for careful examination, consideration, and report. Such report from such committee was received in due time, and I herewith transmit the same. I can only add

that their recommendation seems to me to be reasonable and desirable, and I concur therewith.

Very respectfully, your obedient servant,

M. V. MONTGOMERY,
Commissioner.

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
Washington, D. C., April 12, 1886.

Hon. M. V. MONTGOMERY,
Commissioner of Patents:

SIR: The undersigned, to whom you orally referred the letter of the 7th instant, from Hon. H. L. Muldrow, Assistant Secretary of the Interior, requesting your opinion as to the manner in which the east hall of the model room should be reconstructed, have the honor to report that they have given the subject careful consideration, taking into consultation the architect of the reconstructed wings, the librarian, and the superintendent of the model room.

To indicate the pricipal reason for the opinion which they herein submit, they desire to call attention to the fact that in the restoration of the west and north wings after the fire of 1877 it was the desire of Commissioner Paine to make special provision for the scientific library adequate to its wants for many years to come. Why this was not done none of us can say, but the fact remains that these two wings, and also the south wing, have been completely rebuilt, and no provision of the character named has been made.

The recent change by which the library has been located in a part of the south hall has neither added to its convenience or usefulness, nor given the additional room it absolutely required; and there is no one interested in it but looks upon the present arrangement as necessarily temporary. This need of a suitable and ample room for the library is one of the pressing needs of the office, and some step to satisfy it should not be deferred.

Your committee believe that the reconstruction of the east hall offers again an opportunity to supply this need. They cannot overlook the fact that it is the last opportunity to supply it adequately; and they are of one mind in the conviction that to rebuild this hall without making the provision indicated would not only be ill-judged, but it would be a misfortune practically without remedy.

To adapt the present hall or any large portion of it to library purposes is, in their opinion, not expedient. Its architecture, in many respects admirable, makes it impracticable to get light from the roof, which for the use of a large library is most important; and while they would witness with regret its demolition, no such sentiment can stand in the way of the practical use to which the space must be put. Even for its present purpose this hall is ill adapted for the same reason, imperfect light.

We therefore earnestly advise that in the reconstruction of the east hall a plan be adopted perhaps in general resembling that of the south hall, with such modifications as shall adapt a sufficient portion of it for library purposes, and that so much of the space be so adapted as shall suffice for the wants of the library for many years to come. Another portion should be devoted to the Assignment Division, now in quarters never intended and ill-contrived for clerical work. We have consulted with the architect, and have blocked out the outlines of a plan which we respectfully submit herewith, remarking only in connection with it that details of structure must be the subject of after consideration. The plan is designed to utilize the hall to the best advantage, with due reference to light, ventilation, economy of space, and the convenience of business.

It is not within any instructions we have received, but the conditions seem to make it proper for us to observe that all the available space for models is now occupied. More room is required. The plan proposed will release the space now occupied by the library and the Assignment Division as soon as the new hall is completed.

The present library rooms are not adapted for models, and probably will not under any circumstances be used for them. The part of the west hall which the assignment division now uses would be an important addition to the space for models. It would not, however, entirely compensate for what would be lost by turning so large a portion of the east hall into rooms for the library and Assignment Division.

It seems to your committee that no time ought to be lost in making such arrangements as shall devote the entire west hall to the purposes for which it was intended

and for which alone it is adapted. It is difficult indeed to see what provision can be made for the model cases now in the east hall, during the work of reconstruction, unless the west hall can be relieved of the Land Office force now in it, and whose location in it has never been regarded as other than temporary.

The instructions your committee have received call upon them only for suggestions upon which your answer to the Assistant Secretary's letter may be based. We have thought best to give the reason for our conviction that neither of the schemes suggested will answer the purposes of the Patent Office, but that the east wing should be rebuilt upon a plan distinct from either, which will provide suitably for the library and furnish healthful accommodations for the large clerical force in the Assignment Division.

Respectfully submitted.

F. A. SEELY,
Examiner.
SCHUYLER DURYEE,
Chief Clerk.
H. C. HUNTEMANN,
Assistant Examiner.

WASHINGTON, *May* 3, 1886.

SIR: In compliance with the request embodied in your letter of April 30, we have carefully revised the estimates for the fire-proof reconstruction of the east wing of the Interior Department building on the basis of the recommendations of the Commissioner of Patents, and adjoin herewith, in a schedule, the results arrived at.

The documents transmitted for our information are herewith returned.

We have the honor to be, very respectfully, your obedient servants,

CLUSS & SCHULZE,
Architects.

Hon. H. L. MULDROW,
Acting Secretary of the Interior.

Estimate of the cost of reconstructing the east-wing of the Interior Department building in accordance with the recommendations of the Commissioner of Patents.

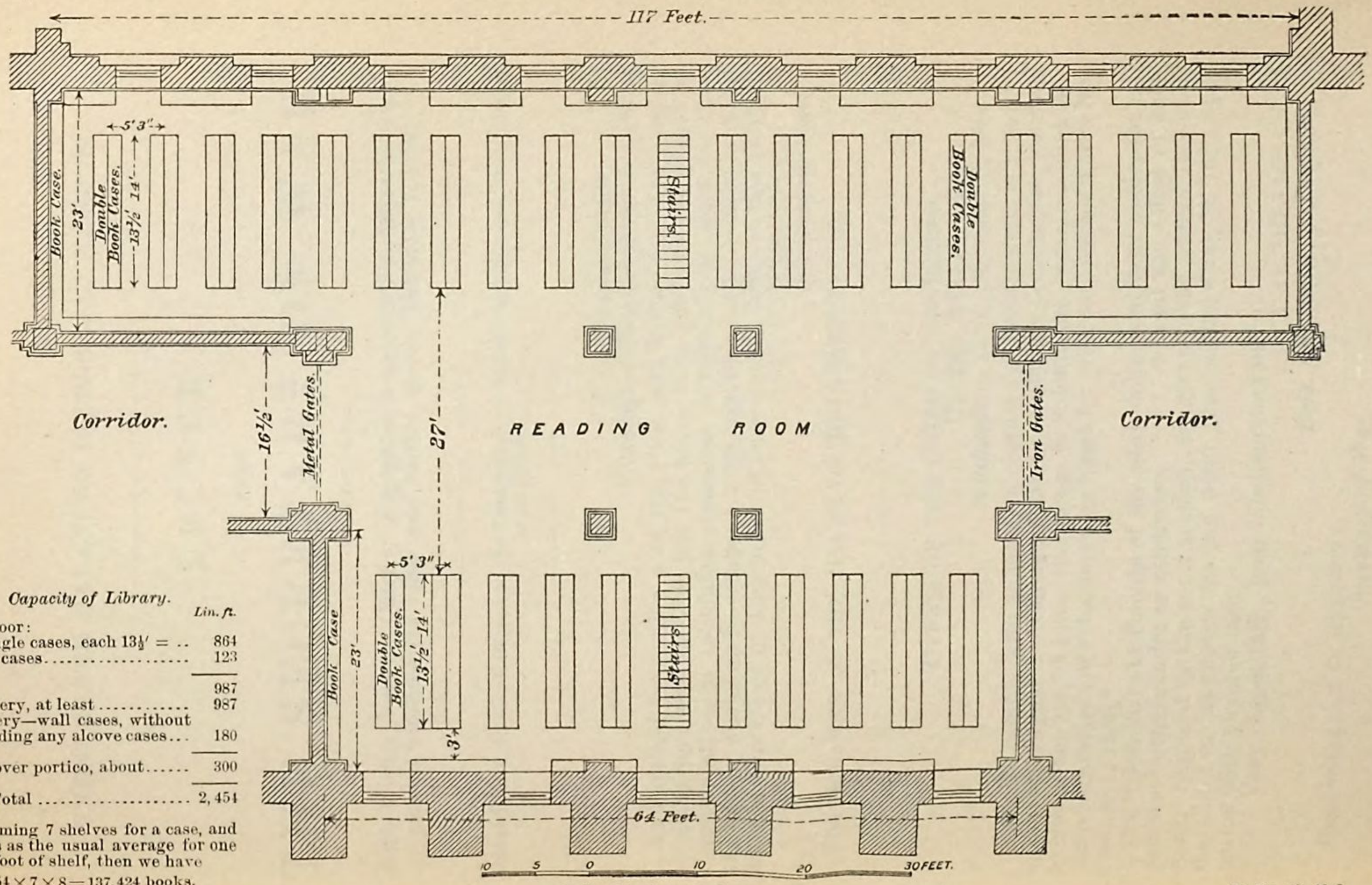
Clearing the halls, temporary roofs, and elevator	$1,800
Brick-work	7,800
Stone-cutters' work	1,580
Iron-work of floors, ceilings, roofs, and skylights with condense gutters	36,000
Iron-work of interior finish, frames, stairs, &c	9,000
Iron furring and lathing	2,800
Fire-proof blocks for floors, roofs, and casings of exposed iron-work	9,520
Concreting and cementing roof-blocks under the copper	2,500
Copper roofing	9,000
Plain and ornamental plastering	15,700
Ornamental Keene's cement and scagliola work	7,000
Black and colored polished marble-work	7,000
Chased and finished bronze railings	6,300
Glass of double skylights, windows, doors, and transoms	4,500
Plain and ornamental painting and decoration	5,400
Encaustic tile floors	9,600
Sculptured panels	600
Hardwood work of sash and doors, office floors, toilet rooms, including hardware	3,000
Rubber pads on iron stairs	300
Plumbing and gas-fitting	2,400
Miscellaneous unskilled labor, hoisting material, lowering, and hauling off débris	4,200
Advertising, printing, office expenses, plans, supervision, and foremen	14,000
	160,000

CLUSS & SCHULZE,
Architects.

WASHINGTON, *May* 3, 1886.

DIAGRAM OF PROPOSED LIBRARY IN THE EAST WING, U. S. PATENT OFFICE. (WASHINGTON, NOVEMBER, 1886.)

[Recommendation of the Patent-Office Commission.]



Scale: ⅛ inch to the foot.

Capacity of Library.

	Lin. ft.
Main floor:	
64 single cases, each 13½' = ..	864
Wall cases.....	123
	987
1st gallery, at least.....	987
2d gallery—wall cases, without including any alcove cases...	180
Room over portico, about.....	300
Total	2,454

Assuming 7 shelves for a case, and 8 books as the usual average for one linear foot of shelf, then we have

$2,454 \times 7 \times 8 = 137,424$ books.

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 13.

UNEXPENDED BALANCES, RIVERS AND HARBORS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, a tabulated statement of unexpended balances for river and harbor works, November 1, 1886.

DECEMBER 8, 1886.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington City, December 7, 1886.

As required by section 4 of the river and harbor act of August 5, 1886, the Secretary of War has the honor to transmit to the House of Representatives a tabulated statement of balances on hand for river and harbor works on November 1, 1886, together with an accompanying letter of the Chief of Engineers of December 3, 1886, on this subject.

WM. C. ENDICOTT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 3, 1886.

SIR: To comply with so much of section 4 of the river and harbor act, approved August 5, 1886, as relates to "balances of money on hand up to November 1st," I have the honor to submit the accompanying tabulated statement of "balances on hand for river and harbor works November 1, 1886."

The "detailed statements of the work done, contracts made, the expenditures thereunder or otherwise, * * * and the effect of such work," required by the same section, are given in the Annual Report of the Chief of Engineers for the fiscal year ending June 30, 1886, submitted 28th October last.

Very respectfully, your obedient servant,

J. C. DUANE,
Brig. Gen. Chief of Engineers.

Hon. WILLIAM C. ENDICOTT,
Secretary of War.

Balances on hand for river and harbor works, November 1, 1886.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving harbor at Rockland, Me	$25,171 99	$139 05	$25,311 04
Breakwater at mouth of Saco River, Me	12,326 36	200 00	12,526 36
Improving harbor at Portland, Me	29,450 00	61 35	29,511 35
Improving channel in Back Cove, Portland, Me	25,700 00	6 24	25,706 24
Improving harbor at York, Me	14,900 00	52 06	14,952 06
Improving Lubec Channel, Me	9,900 00	.....	9,900 00
Improving Moos-a-bec Bar at Jonesport, Me	9,953 66	.....	9,953 66
Improving Penobscot River, Me	14,800 00	200 00	15,000 00
Improving Saco River, Me	12,400 00	18 81	12,418 81
Improving Narragaugus River, Me	9,800 00	200 00	10,000 00
Improving Kennebunk River, Me	336 34	.....	336 34
Improving harbor at Belfast, Me	2,806 80	.....	2,806 80
Improving harbor at Bangor and Penobscot River, Me	49 32	.....	49 32
Improving harbor at Portsmouth, N. H	14,900 00	38 76	14,938 76
Harbor of Refuge at Little Harbor, N. H	9,800 00	200 00	10,000 00
Improving Cocheco River, N. H	9,758 75	149 53	9,908 28
Improving Lamprey River, N. H	19 42	.....	19 42
Improving harbor at Burlington, Vt	20,600 00	302 90	20,902 90
Breakwater at Gordon's Landing, Lake Champlain, Vt	18,550 00	113 17	18,663 17
Improving harbor at Swanton, Vt	326 93	.....	326 93
Improving Otter Creek, Vt	648 34	.....	648 34
Improving harbor at Boston, Mass	60,792 12	5,209 33	66,001 45
Improving harbor at Lynn, Mass	11,000 00	2,035 09	13,035 09
Improving harbor at Nantucket, Mass	14,825 00	151 50	14,976 50
Improving harbor at Hyannis, Mass	9,960 00	61 61	10,021 61
Improving harbor at Newburyport, Mass	37,500 00	395 40	37,895 40
Improving harbor at Wareham, Mass	14,960 00	87 46	15,047 46
Improving harbor at Plymouth, Mass	6,000 00	1,051 69	7,051 69
Improving harbor at Hingham, Mass	5,800 00	200 00	6,000 00
Improving harbor at Provincetown, Mass	2,000 00	922 93	2,922 93
Improving harbor at Gloucester, Mass	3,000 00	1,817 96	4,817 96
Harbor of refuge, Sandy Bay, Cape Ann, Mass	120,500 00	12,149 88	132,649 88
Improving harbor at Scituate, Mass	9,500 00	504 28	10,004 28
Improving harbor at Westport, Mass	975 00	25 00	1,000 00
Harbor of refuge at Wood's Holl, Mass	14,020 00	366 37	14,386 37
Improving Ipswich River, Mass	2,300 00	200 00	2,500 00
Improving Taunton River, Mass	8,643 68	11,255 67	19,899 35
Improving Merrimac River, Mass	.....	200 00	290 04
Improving harbor at Block Island, R. I	20,390 00	157 82	20,547 82
Improving harbor at Newport, R. I	12,075 00	2,579 82	14,654 82
Improving Warren River, R. I	4,975 00	25 00	5,000 00
Improving Pawtucket River, R. I	29,775 00	201 07	29,976 07
Improving Providence River and Narragansett Bay, R. I	32,069 74	151 30	32,221 04
Removing Green Jacket Shoal, Providence River, R. I.	25,650 00	249 26	25,899 26
Improving Pawcatuck River, R. I	11,850 00	59 13	11,909 13
Improving Little Narragansett Bay, R. I	143 04	.....	143 04
Improving harbor at Bridgeport, Conn	19,850 00	219 48	20,069 48
Improving harbor at Black Rock, Conn	5,000 00	479 95	5,479 95
Breakwater at New Haven, Conn	75,000 00	548 12	75,548 12
Improving harbor at New Haven, Conn	19,850 00	228 53	20,078 53
Improving harbor at New London, Conn	1,850 00	150 00	2,000 00
Improving harbor at Norwalk, Conn	3,000 00	226 74	3,226 74
Improving harbor at Stonington, Conn	20,000 00	112 44	20,112 44
Improving harbor at Stamford, Conn	10,000 00	.....	10,000 00
Improving Connecticut River, Conn	37,000 00	748 85	37,748 85
Improving Housatonic River, Conn	7,400 00	160 65	7,560 65
Improving Thames River, Conn	27,000 00	155 50	27,155 50
Improving harbor at Clinton, Conn	252 73	.....	252 73
Improving harbor at Milford, Conn	241 02	.....	241 02
Improving harbor at Southport, Conn	79 60	.....	79 60
Improving Connecticut River between Hartford and Holyoke	9,800 00	92 80	9,892 80
Improving harbor at Buffalo, N. Y	113,092 12	8,509 64	121,601 76
Improving harbor at Dunkirk, N. Y	17,002 21	3,000 00	20,002 21
Improving harbor at Charlotte, N. Y	27,219 88	1,598 40	28,818 28
Improving harbor at Great Sodus Bay, N. Y	15,012 09	3,179 56	18,191,65
Improving harbor at Little Sodus Bay, N. Y	14,655 28	.....	14,655 28
Improving harbor at Greenport, N. Y	5,150 78	150 00	5,300 78
Improving harbor at Port Chester, N. Y	.....	35 41	35 41
Improving harbor at Oak Orchard, N. Y	11,594 81	1,000 00	12,594 81
Improving harbor at Olcott, N. Y	9,000 00	1,000 00	10,000 00
Improving harbor at Wilson, N. Y	9,032 29	1,000 00	10,032 29
Improving harbor at Ogdensburg, N. Y	8,773 90	1,486 10	10,260 00
Improving harbor at Oswego, N. Y	66,484 16	2,263 46	68,747 62
Improving harbor at Rondout, N. Y	2,560 36	.....	2,560 36
Improving harbor at Saugerties, N. Y	19,955 95	.....	19,955 95
Improving Sheepshead Bay, N. Y	5,283 73	.....	5,283 73
Improving harbor at Plattsburg, N. Y	4,988 06	32 67	5,020 73

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving harbor at New Rochelle, N. Y	$17,256 37		$17,256 37
Improving harbor at Mamaroneck, N. Y	224 23		224 23
Improving harbor at Port Jefferson, N. Y	384 36		384 36
Improving harbor at Pultneyville, N. Y	2 90		2 90
Improving harbor at Sackett's Harbor, N. Y	72 11		72 11
Improving Buttermilk Channel, N. Y	56,574 97		56,574 97
Improving Canarsie Bay, N. Y	10,199 11		10,199 11
Improving Flushing Bay, N. Y	10,194 39	$150 00	10,344 39
Improving channel in Gowanus Bay, N. Y	7,667 74		7,667 74
Improving New York Harbor, N. Y	750,000 00		750,000 00
Improving East Chester Creek, N. Y	10,048 90		10,048 90
Improving Newtown Creek, N. Y	43,809 53		43,809 53
Improving Gedney's Channel, N. Y	12,000 00	36,570 88	48,570 88
Improving Echo Harbor, New Rochelle, N. Y	3,056 87		3,056 87
Improving Sumpawamus Inlet, N. Y	81 88		81 88
Improving Hudson River, N. Y	52,250 00	1,733 51	53,983 51
Improving Ticonderoga River, N. Y	1,900 00	37 18	1,937 18
Improving Harlem River, N. Y	400,000 00		400,000 00
Improving Niagara River, N. Y	587 52		587 52
Improving Grass River at Massena, N. Y	2,948 60		2,948 60
Improving Narrows at Lake Champlain, N. Y. and Vt.	27,000 00	3,000	30,000 00
Removing obstructions in East River and Hell Gate, N. Y	127,500 00	6,864 80	134,364 80
Breakwater, Rouse's Point, Lake Champlain, N. Y	36,150 00	3,647 06	39,797 06
Improving channel between Staten Island and New Jersey, N. Y. and N. J	15,000 00		15,000 00
Improving harbor at Keyport, N. J	451 99	2 50	454 49
Survey of harbor at Atlantic City, N. J	4,500 00	500 00	5,000 00
Improving Raritan Bay, N. J	37,500 00	692 75	38,192 75
Improving Mantua Creek, N. J	3,000 00		3,000 00
Improving Woodbury Creek, N. J	4,549 69		4,549 69
Improving Maurice River, N. J	5,000 00	1 06	5,001 06
Improving Passaic River, N. J	25,487 96	1,572 82	27,060 78
Improving Raritan River, N. J	23,750 00	2,527 23	26,277 23
Improving Shrewsbury River, N. J	10,221 70		10,221 70
Improving Manasquan River, N. J	1,000 00		1,000 00
Improving Salem River, N. J	1,490 66		1,490 66
Improving Raccoon River, N. J	2,242 77		2,242 77
Improving Rancocas River, N. J	100 09		100 09
Improving Rahway River, N. J	79 60	2 27	81 87
Improving Elizabeth River, N. J	280 84	10 50	291 34
Improving South River, N. J	5,361 27		5,361 27
Improving harbor at Erie, Pa	86,916 72	8,150 00	95 066 72
Ice-harbor at Marcus Hook, Pa	14,500 00	500 00	15,000 00
Dam at Herr's Island, Allegheny River, near Pittsburgh, Pa	37,500 00		37,500 00
Improving Allegheny River, Pa	7,634 29	15,014 91	22,649 20
Improving Frankford Creek, Pa	264 50		264 50
Improving Schuylkill River, Pa		18,269 81	18,269 81
Improving Delaware River, Pa. and N. J	158,500 00	62,813 71	221,313 71
Improving Monongahela River, W. Va. and Pa	90,900 00		90,900 00
Improving Monongahela River, W. Va	2,900 00	409 46	3,309 46
Improving Harbor at Delaware Breakwater, Del	36,750 00	20,354 69	57,104 69
Improving ice-harbor at New Castle, Del	5,000 00		5,000 00
Improving harbor at Wilmington, Del	28,100 00	3,089 08	31,189 08
Improving Saint Jones River, Del	10,000 00	2 48	10,062 48
Constructing pier in Delaware Bay, near Lewes, Del		131 64	131 64
Removing obstructions from the harbor at Delaware Breakwater, Del		2,420 97	2,420 97
Improving Nanticoke River, Del	9,700 00	71 08	9,771 08
Improving ice-harbor at Reedy Island, Del	17,500 00		17,500 00
Improving harbor at Baltimore, Md	150,000 00	22,088 32	172,088 32
Improving harbor of Breton Bay, Leonardtown, Md	6,249 51	300 00	6,549 51
Improving Choptank River, Md	8,000 00	2,109 28	10,109 28
Improving Corsica Creek, Md	10,008 86	225 00	10,233 86
Rebuilding piers at Battery Island, Chesapeake Bay, Md	10,000 00	2,113 90	12,113 90
Improving Pocomoke River, Md	8,000 00		8,000 00
Improving Susquehanna River, near Havre de Grace, Md	3,000 00	3,129 61	6,129 61
Improving harbor at entrance of Saint Jerome's Creek, Md	1,770 00	1 89	1,771 89
Improving Potomac River	396,260 41	60,624 95	456,885 36
Improving water passage between Diel's Island and the mainland, Md	4,669 91		4,669, 91
Improving Chester River, Md	2,958 54		2,958 54
Improving Wicomico River, Md	1,372 80		1,372 80
Improving harbors at Washington and Georgetown, D. C		1,515 88	1,515 88

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving water-way from Chincoteague Bay to Indian River, Va., Md., and Del	$18,000 00	$750 00	$18,750 00
Improving harbor at Norfolk, Va	187,075 00	4,391 56	191,466 56
Improving Appomattox River, Va	15,375 00	3,444 21	18,819 21
Improving Chickahominy River, Va	3,700 00	300 00	4,000 00
Improving James River, Va	112,500 00	1,399 37	113,899 37
Improving Mattaponi River, Va	6,702 20	152 89	6,855 09
Improving New River, Va. and W. Va	10,466 57	.....	10,466 57
Improving North Landing River, Va. and W. Va	1,460 00	.....	1,460 00
Improving Pamunky River, Va	6,456 39	46 58	6,502 97
Improving Rappahannock River, Va	18,745 26	1,013 12	19,758 38
Improving Staunton River, Va	8,760 83	817 89	9,578 72
Improving York River, Va	19,156 28	410 11	19,566 39
Improving Archers Hope River, Va	20 63	.....	20 63
Improving Nottaway River, Va	246 16	.....	246 16
Improving Totusky River, Va	400 82	.....	400 82
Improving Neabsco Creek, Va	57 27	.....	57 27
Improving Potomac River at Mount Vernon, Va	57 14	.....	57 14
Improving Urbana Creek, Va	28 59	.....	28 59
Improving Dan River, Va. and N. C	17,770 97	969 86	18,740 83
Improving Buckhannon River, W. Va	.....	1,325 37	1,325 37
Improving Great Kanawha River, W. Va	167,500 00	12,689 54	180,189 54
Improving Little Kanawha River, W. Va	17,375 00	194 20	17,569 20
Improving Elk River, W. Va	1,500 00	.....	1,500 00
Improving Guyandotte River, W. Va	2,000 00	.....	2,000 00
Improving Shenandoah River, W. Va	16,083 40	.....	16,083 40
Improving Big Sandy River, W. Va, and Ky	30,000 00	336 16	30,336 16
Improving harbor at Beaufort, N. C	18,000 00	2,000 00	20,000 00
Improving Edenton Bay, N. C	2,447 41	.....	2,447 41
Improving water-way between New Berne and Beaufort, N. C	10,000 00	.....	10,000 00
Improving Black River, N. C	3,000 00	.....	3,000 00
Improving Cape Fear River, N. C	167,250 00	4,102 25	171,352 25
Improving Cape Fear River from Wilmington to Fayetteville, N. C	.....	482 93	482 93
Improving Contentnea Creek, N. C	13,500 00	1,772 31	15,272 31
Improving Currituck Sound and North River Bar, N. C	9,000 00	2,486 96	11,486 96
Improving Neuse River, N. C	24,501 07	2,834 89	27,335 96
Improving New River, N. C	9,500 00	594 01	10,094 01
Improving Pamlico and Tar Rivers, N. C	2,000 00	3,007 92	5,007 92
Improving Roanoke River, N. C	23,000 00	300 00	23,300 00
Improving Trent River, N. C	2,500 00	1,511 94	4,011 94
Improving Yadkin River, N. C	17,800 00	2,010 39	19,810 39
Improving water-ways between Beaufort Harbor and New River, N. C	10,000 00	.....	10,000 00
Improving Meherin River, N. C	415 47	.....	415 47
Improving French Broad River, N. C	159 77	.....	159 77
Improving harbor at Charleston, S. C	181,500 00	5,110 19	186,610 19
Improving harbor at Georgetown, S. C	4,000 00	1,001 29	5,001 29
Improving Winyaw Bay, S. C	18,750 00	.....	18,750 00
Improving Ashley River, S. C	1,000 00	42 74	1,042 74
Improving Congaree River, S. C	7,500 00	.....	7,500 00
Improving Edisto River, S. C	2,480 67	800 00	3,280 67
Improving Great Pedee River, S. C	18,000 00	2,000 17	20,000 17
Improving Salkehatchie River, S. C	1,275 83	800 00	2,075 83
Improving Santee River, S. C	16,950 00	2,397 85	19,347 85
Improving Waccamaw River, S. C	13,000 00	2,007 84	15,007 84
Improving Wappoo Cut, S. C	5,000 00	31 60	5,031 60
Improving Wateree River, S. C	5,500 00	2,006 69	7,506 69
Improving harbor at Brunswick, Ga	21,911 96	210 50	22,122 46
Improving harbor at Savannah, Ga	146,850 00	1,446 65	148,296 65
Improving Altamaha River, Ga	18,351 87	1,615 17	19,967 04
Improving Flint River, Ga	17 000 00	4,080 07	21,080 07
Improving Ocmulgee River, Ga	7,000 00	500 00	7,500 00
Improving Oconee River, Ga	9,000 78	.....	9,000 78
Improving Savannah River, Ga	12,535 15	2,184 92	14,720 07
Improving Romley Marsh, Ga	395 07	1 60	396 67
Improving Saint Augustine's Creek, Ga	3,417 66	.....	3,417 66
Improving Oostenaula and Coosawattee Rivers, Ga	1,121 86	21 85	1,143 71
Improving Cumberland Sound, Ga. and Fla	109,665 00	566 12	110,231 12
Improving Chattahoochee River, Ga. and Ala	24,000 00	2,002 30	26,002 30
Improving Coosa River, Ga. and Ala	40,000 00	2,867 28	42,867 28
Improving harbor at Cedar Keys, Fla	5,800 00	1,135 35	6,935 35
Improving harbor at Pensacola, Fla	20,000 00	1,425 01	21,425 01
Improving harbor at Key West, Fla	.....	500 00	500 00
Improving Apalachicola Bay, Fla	11,000 00	1,533 26	12,533 26
Improving Tampa Bay, Fla	10,000 00	535 79	10,535 79
Survey of harbor at Key West, Fla	1,000 00	1,000 00	2,000 00
Improving Caloosahatchie River, Fla	4,000 00	386 41	4,386 41

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving Saint John's River, Fla	$153,900 00	$2,046 01	$155,946 01
Improving Suwannee River, Fla	4,400 00	616 71	5,016 71
Improving Apalachicola River, Fla	.....	1,111 18	1,111 18
Improving La Grange Bayou, Fla	2,000 00	.....	2,000 00
Improving Manatee and Pease Rivers, Fla	12,300 00	591 42	12,891 42
Improving Pease Creek, Fla	.....	394 07	394 07
Improving Choctawhatchee River, Fla. and Ala	13,000 00	1,489 32	14,489 32
Improving Escambia and Conecuh Rivers, Fla. and Ala	12,000 00	862 91	12,862 91
Improving inside passage between Fernandina and Saint John's, Fla	4,434 45	.....	4,434 45
Improving Volusia Bar, Fla	6,000 00	1,550 14	7,550 14
Improving Withlacoochee River, Fla	2,500 00	124 72	2,624 72
Improving harbor at Mobile, Ala	70,000 00	19,372 46	89,372 46
Improving Alabama River, Ala	13,000 00	907 73	13,907 73
Improving Black Warrior River, Ala	102,250 00	102 04	102,352 04
Improving Cahawba River, Ala	7,500 00	756 21	8,256 21
Improving Tallapoosa River, Ala	7,500 00	639 41	8,139 41
Improving Warrior and Tombigbee Rivers, Ala. and Miss	37,500 00	19 47	37,519 47
Improving Biloxi Bay, Miss	17,488 55	.....	17,488 55
Improving Big Black River, Miss	5,189 73	8 65	5,198 38
Improving Big Sunflower River, Miss	2,500 00	2,500 00	5,000 00
Improving Noxubee River, Miss	5,000 00	2,502 51	7,502 51
Improving Pascagoula River, Miss	25,000 00	81 37	25,081 37
Improving Pearl River, Miss	12,000 00	4,620 96	16,620 96
Improving Pearl River, below Jackson, Miss	.....	76	76
Improving Yallabusha River, Miss	.....	2,000 00	2,000 00
Improving Yazoo River, Miss	10,001 47	75 82	10,077 29
Improving Bayou Pierre, Miss	5,000 00	.....	5,000 00
Improving Tchula Lake, Miss	.....	2,009 69	2,009 69
Improving Tallahatchee River, Miss	.....	3,500 00	3,500 00
Improving Steele's Bayou, Miss	.....	2,436 26	2,436 26
Improving Bayou D'Arbonne, La	.....	2,005 93	2,005 93
Improving Bayou La Fourche, La	.....	79 61	79 61
Improving Bayou Bœuf, La	2,504 32	2,500 00	5,004 32
Improving Bayou Courtableau, La	3,000 00	221 95	3,221 95
Improving Bayou Terrebonne, La	7,500 00	1,598 69	9,098 69
Improving Bayou Teche, La	1,700 00	3,574 96	5,274 96
Improving Bayou Black, La	30 00	289 31	319 31
Connecting Bayou Teche with Grand Lake at Charenton, La	22,100 05	.....	22,100 05
Improving Amite River, La	2,000 00	.....	2,000 00
Improving Tensas River, La	2,000 00	2,000 00	4,000 00
Improving Tchefuncte River, La	2,350 00	129 03	2,479 03
Improving Tickfaw River, La	1,003 72	350 57	1,354 29
Improving Calcasieu River and Pass, La	18,680 71	80 15	18,760 86
Improving Red River, La. and Ark	66,000 00	619 39	66,619 39
Improving Bayou Bartholomew, La. and Ark	2,500 00	2,501 18	5,001 18
Improving harbor at Brazos Santiago, Tex	37,500 00	336 28	37,836 28
Improving harbor at Galveston, Tex	300,000 00	96 98	300,096 98
Improving mouth of Brazos River, Tex	18,750 00	168 53	18,918 53
Improving Buffalo Bayou, Tex	18,750 00	233 75	18,983 75
Improving Passo Cavallo, Tex	37,500 00	1,383 38	38,883 38
Improving Sabine Pass, Tex	198,750 00	1,770 36	200,520 36
Improving Aransas Pass and Bay, Tex	101,250 00	1,600 40	102,850 40
Improving Trinity River, Tex	.....	311 65	311 65
Improving ship-channel in Galveston Bay, Tex	159,870 50	.....	159,870 50
Improving Sabine River, Tex	4,546 56	.....	4,546 56
Improving Neches River, Tex	11,667 84	.....	11,667 84
Protection of river bank at Fort Brown, Tex	1,000 00	3 54	1,003 54
Improving Cypress Bayou, Tex. and La	13,000 00	4,818 55	17,818 55
Improving Ouachita River, Ark. and La	10,000 00	6,350 21	16,350 21
Improving Arkansas River, Ark	75,000 00	888 27	75,888 27
Improving Little Red River, Ark	3,000 00	.....	3,000 00
Improving Petit Jean River, Ark	3,500 00	.....	3,500 00
Improving Fourche Le Fevre River, Ark	3,000 00	1,824 28	4,824 28
Improving Red River above Fulton, Ark	7,000 00	.....	7,000 00
Improving White River, Ark	18,000 00	3,772 72	21,772 72
Improving L'Anguille River, Ark	.....	21 47	21 47
Survey of Arkansas River, Ark	.....	49 50	49 50
Improving White River above Buffalo Shoals, Ark	60	.....	60
Improving Saline River, Ark	55	98 24	98 79
Removing obstructions in Arkansas River, Ark. and Kans	13,875 00	2,449 35	16,324 35
Improving Black River, Ark. and Mo	1,500 00	2,125 94	3,625 94
Improving Saint Francis River, Ark. and Mo	6,000 00	1,561 84	7,561 84
Improving Caney Fork River, Tenn	3,000 00	324 57	3,324 57
Improving Clinch River, Tenn	5,000 00	47 49	5,047 49
Improving Big Hatchee River, Tenn	.....	2,260 98	2,260 98

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving French Broad River, Tenn	$6,000 00	$178 71	$6,178 71
Improving Hiawassee River, Tenn	1,500 00	1,292 71	2,792 71
Improving South Forked Deer River, Tenn	2,500 00	1,979 75	4,479 75
Improving Obeys River, Tenn	.....	24 61	24 61
Improving Duck River, Tenn	.....	35 72	35 72
Improving Red River, Tenn	.....	23 68	23 68
Improving Cumberland River above Nashville, Tenn	81,000 00	1,220 34	82,220 34
Improving Cumberland River below Nashville, Tenn	12,500 00	255 81	12,755 81
Improving Tennessee River above Chattanooga, Tenn	6,500 00	1,030 10	7,530 10
Improving Tennessee River below Chattanooga, Tenn., Ala., and Ky	222,500 00	21,840 79	244,340 79
Improving South Fork of Cumberland River, Ky	3,000 00	2,107 75	5,107 75
Improving Tradewater River, Ky	.....	1,899 01	1,899 01
Improving Kentucky River, Ky	187,500 00	20,102 97	207,602 97
Improving Cumberland River above mouth of Jellico, Ky	5,000 00	.....	5,000 00
Improving falls of Ohio River at Louisville, Ky	313,500 00	26,160 77	339,660 77
Improving harbor at Ashtabula, Ohio	27,000 00	2,772 55	29,772 55
Improving harbor at Black River, Ohio	8,000 00	777 67	8,777 67
Improving harbor at Cleveland, Ohio	179,247 00	560 59	179,807 59
Improving harbor at Fairport, Ohio	15,750 00	2,786 72	18,536 72
Improving harbor at Huron, Ohio	113 07	2,884 70	2,997 77
Improving harbor at Port Clinton, Ohio	2,000 00	.....	2,000 00
Improving harbor at Sandusky City, Ohio	15,000 00	213 76	15,213 76
Improving harbor at Toledo, Ohio	120,500 00	1,034 91	121,534 91
Improving harbor at Vermillion, Ohio	658 68	3,073 45	3,732 13
Harbor of refuge near Cincinnati, Ohio	.....	3,156 87	3,156 87
Improving Muskingum River, Ohio	20,000 00	.....	20,000 00
Improving Sandusky River, Ohio	628 47	.....	628 47
Improving Rocky River, Ohio	119 31	.....	119 31
Improving Ohio River	281,430 59	54,033 39	335,463 98
Ice-harbor at mouth of Muskingum River, Ohio	30,000 00	4,944 82	34,944 82
Improving harbor at Michigan City, Ind	57,750 00	3,214 72	60,964 72
Improving White River, Ind	6,500 00	1,016 63	7,516 63
Improving Wabash River, Ind. and Ill	60,000 00	12,855 48	72,855 48
Improving harbor at Calumet, Ill.	10,000 00	365 47	10,365 47
Improving harbor at Chicago, Ill	45,077 76	20,488 08	65,565 84
Improving harbor at Waukegan, Ill	15,000 00	4,041 33	19,041 33
Surveys for Hennepin Canal, Ill	.....	633 66	633 66
Improving Illinois River, Ill	90,500 00	20,841 43	111,341 43
Improving Calumet River, Ill	50,000 00	.....	50,000 00
Improving Calumet River, Ill. and Ind	30,000 00	.....	30,000 00
Examination of Illinois and Michigan, and Hennepin canals	14,000 00	624 29	14,624 29
Improving harbor at Au Sable, Mich	4,861 53	.....	4,861 53
Improving harbor at Black Lake, Mich	7,000 00	184 90	7,184 90
Improving harbor at Charlevoix, Mich	10,500 00	468 63	10,968 63
Improving harbor at Cheboygan, Mich	19,990 66	.....	19,990 66
Improving harbor at Frankfort, Mich	9,000 00	1,320 69	10,320 69
Improving harbor at Grand Haven, Mich	39,000 00	2,125 88	41,125 88
Improving harbor at Ludington, Mich	57,250 00	669 48	57,919 48
Improving harbor at Manistee, Mich	13,000 00	541 54	13,541 54
Improving harbor at Manistique, Mich	3,501 79	.....	3,501 79
Improving harbor at Marquette, Mich	15,000 00	1,161 49	16,161 49
Improving harbor at Monroe, Mich	.....	1,841 10	1,841 10
Improving harbor at Muskegon, Mich	15,500 00	839 81	16,339 81
Improving harbor at Ontonagon, Mich	15,225 30	326 55	15,551 85
Improving harbor at Pentwater, Mich	12,500 00	440 16	12,940 16
Improving harbor at Saint Joseph, Mich	10,000 00	1,900 54	11,900 54
Improving harbor at Saugatuck, Mich	10,000 00	1,237 87	11,237 87
Improving harbor at South Haven, Mich	10,000 00	548 61	10,548 61
Improving harbor at Thunder Bay, Mich	4,525 07	.....	4,525 07
Improving harbor at White River, Mich	10,000 00	310 72	10,310 72
Improving Eagle Harbor, Mich	2,886 33	.....	2,886 33
Improving harbor of refuge, Lake Huron, Mich	57,000 00	11,898 46	68,898 46
Steam launch or tug at harbor of refuge, Lake Huron, Mich	4,000 00	291 06	4,291 06
Harbor of refuge at Grand Marais, Mich	28,293 62	237 30	28,530 92
Harbor of refuge at Portage Lake, Mich	15,000 00	178 71	15,178 71
Examination of Portage Lake and Lake Superior ship-canals	7,000 00	2,680 67	9,680 67
Improving Saint Mary's River and Saint Mary's Falls Canal, Mich	.....	182 31	182 31
Improving Clinton River, Mich	6,000 00	.....	6,000 00
Improving Detroit River, Mich	37,500 00	45,091 76	82,591 76
Improving Saint Clair Flats Canal, Mich	18,750 00	.....	18,750 00
Improving Grand River, Mich	.....	20 65	20 65
Improving Saint Mary's River, Mich	248,000 00	2,000 00	250,000 00
Improving Hay Lake Channel, Sault Sainte Marie River, Mich	152,000 00	10,212 43	162,212 43

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving Saginaw River, Mich	$32,750 00	$1,032 73	$33,782 73
Improving ice harbor of refuge, Belle River, Mich	47 10		47 10
Improving mouth and harbor of Cedar River, Mich	2,670 02		2,670 02
Improving harbor at Ahnapee, Wis	15,401 39	80 64	15,482 03
Improving harbor at Ashland, Wis	22,300 00	144 80	22,444 80
Improving harbor at Green Bay, Wis	5,500 00	1,319 35	6,819 35
Improving harbor at Kenosha, Wis	6,262 20	76 40	6,338 60
Improving harbor at Kewaunee, Wis	8,500 00	812 49	9,312 49
Improving harbor at Manitowoc, Wis	15,401 93	497 21	15,899 14
Improving harbor at Menomonee, Wis	2,800 00	507 21	3,307 21
Improving harbor at Milwaukee, Wis	8,000 00	373 35	8,373 35
Improving harbor at Oconto, Wis	4,602 51	1 96	4,604 47
Improving harbor at Pensaukee, Wis	4,446 92		4,446 92
Improving harbor at Port Washington, Wis	4,500 00	501 82	5,001 82
Improving harbor at Racine, Wis	8,000 00	2,107 65	10,107 65
Improving harbor at Superior Bay and Saint Louis Bay, Wis	22,500 00		22,500 00
Improving harbor at Sheboygan, Wis	14,502 22	267 71	14,769 93
Improving harbor at Two Rivers, Wis		135 33	135 33
Harbor of refuge at Milwaukee Bay, Wis	56,500 00	4,155 29	60,655 29
Improving Chippewa River at Yellow Banks, Wis		250 84	250 84
Improving harbor of refuge at entrance of Sturgeon Bay Canal, Wis	5,000 00	315 16	5,315 16
Examination of Sturgeon Bay and Lake Michigan ship-canals	3,000 00	613 01	3,613 01
Improving Chippewa River, Wis	10,000 00	9,062 45	19,062 45
Improving Fox River, Wis	56,250 00		56,250 00
Improving Fox and Wisconsin rivers, Wis	29,000 00	9,689 35	38,689 35
Harbor of refuge, Lake Pepin, Wis. and Minn	9,000 00	7,167 09	16,167 09
Improving Saint Croix River, Wis. and Minn	4,000 00	3,484 09	7,484 09
Dredging Superior Bay, Wis	1,150 00	1,373 59	2,523 59
Improving harbor at Duluth, Minn	56,250 00	748 53	56,998 53
Improving harbor at Grand Marais, Minn	11,500 00	440 27	11,940 27
Improving harbor at Agate Bay, Minn	22,250 00	159 80	22,409 80
Improving harbor at Lake City, Minn	10,000 00		10,000 00
Improving Saint Anthony's Falls, Minn		87 04	87 04
Improving Mississippi River above Falls of Saint Anthony, Minn		5 57	5 57
Improving Minnesota River, Minn	42 00		42 00
Improving Red River of the North, Minn. and Dak.	40,000 00	5,393 19	45,393 19
Reservoirs at headwaters of Mississippi River	41,356 15	6,682 77	48,038 92
Improving Humboldt Harbor and Bay, Cal	137,363 64		137,363 64
Improving harbor at Oakland, Cal	55,000 00	8,004 81	63,004 81
Improving harbor at Redwood, Cal	7,000 00	728 93	7,728 93
Improving harbor at San, Diego, Cal		290 47	290 47
Survey of San Francisco Harbor, San Pablo and Suisun Bays, Strait of Carquinez, and mouths of San Joaquin and Sacramento Rivers, Cal	10,000 00	1,000 00	11,000 00
Survey of San Diego, Newport, and San Luis Obispo, Harbors, Cal	5,000 00		5,000 00
Improving harbor at Wilmington, Cal	75,000 00	716 26	75,716 26
Improving Mokelumne River, Cal	2,542 52		2,542 52
Improving San Joaquin River, Cal	8,750 00	10,465 32	19,215 32
Improving Sacramento and Feather rivers, Cal	135,000 00	20,479 31	155,479 31
Improving harbor at San Francisco, Cal	3,828 57		3,828 57
Breakwater and harbor of refuge between Straits of Fuca and San Francisco, Cal	141,373 08		141,373 08
Improving Petaluma Creek, Cal	2,343 09		2,343 09
Improving Yaquina Bay, Oreg	67,500 00	1,471 71	68,971 71
Improving entrance to Coos Bay and Harbor, Oreg	33,250 00	671 09	33,921 09
Improving Columbia River at Cascades, Oreg	157,497 87	17 28	157,515 15
Improving Columbia and Lower Willamette rivers below Portland, Oreg	49,993 67	11,115 26	61,108 93
Improving Willamette River above Portland, Oreg	5,999 13	296 47	6,295 60
Improving Coquille River, Oreg	14,000 00	290 11	14,290 11
Improving Upper Columbia River, Oreg	2,050 00	5 03	2,055 03
Improving Umpqua River, Oreg		188 74	188 74
Gauging waters of Columbia River, Oreg	700 00	18 59	718 59
Improving Upper Columbia and Snake Rivers, Oreg. and W. T	6,000 00	2,149 57	8,149 57
Improving mouth of Columbia River, Oreg. and W. T.	180,500 00	11	180,500 11
Improving Gasconade River, Mo	5,500 00	1,400 29	6,900 29
Improving Osage River, Mo. and Kans	7,500 00	1,182 82	8,682 82
Improving Yellowstone River, Mont. and Dak	17,750 00	933 17	18,683 17
Improving Chehalis river, W. T	1,900 00	475 02	2,375 02
Improving Cowlitz River, W. T		1,982 00	1,982 00
Improving Skagit, Steilaquamish, Nooksack, Snohomish, and Snoqualmie rivers, W. T	4,300 00	17 55	4,317 55
Ice-harbor at Dubuque, Iowa	4,000 00	503 99	4,503 99

Balances on hand for river and harbor works, November 1, 1886—Continued.

	In Treasury United States.	In officers' hands and in transitu.	Total.
Improving Missouri River from mouth to Sioux City, Iowa	$415,700 00	$12,610 01	$428,310 01
Improving Missouri River from Sioux City, Iowa, to Fort Benton, Mont	55,500 00	2,639 05	58,139 05
Removing obstructions in Missouri River	11,000 00	4,016 01	15,016 01
Survey of Missouri River above Missouri River Falls, Fort Benton, Mont	15,000 00	.....	15,000 00
Survey of Missouri River from its mouth to Fort Benton, Mont	.....	814 10	814 10
Removing obstructions in Mississippi River	50,250 00	1,895 09	52,145 09
Improving Upper Mississippi River	22,500 00	.....	22,500 00
Improving Des Moines Rapids, Mississippi River, Iowa and Ill	34,750 00	1,405 15	36,155 15
Dry-dock at Des Moines Rapids Canal, Mississippi River	44,750 00	1,986 77	46,736 77
Gauging the waters of Lower Mississippi and its tributaries	4,000 00	376 39	4,376 39
Examinations and surveys at South Pass, Mississippi River	6,218 32	2,681 50	8,899 82
Survey of Mississippi River	23,000 00	4,380 53	27,380 53
Improving Mississippi River from Saint Paul to Des Moines Rapids, Minn., Iowa, Mo., Ill., and Wis.	357,500 00	2,837 44	360,337 44
Improving Mississippi River from Des Moines Rapids to mouth of Illinois River, Ill. and Mo	140,000 00	23,927 80	163,927 80
Improving Mississippi river between mouths of Ohio and Illinois rivers, Ill. and Mo	310,458 53	70,427 34	380,885 87
Removing bar in Mississippi River opposite Dubuque, Iowa	.....	265 59	265 59
Improving Mississippi River at Natchez and Vidalia, Miss. and La	.....	925 65	925 65
Improving Mississippi River	1,901,276 87	99,166 40	2,000,443 27
Examinations, surveys, and contingencies of rivers and harbors	97,634 25	3,807 42	101,441 67
Total	15,439,944 34	1,196,418 37	16,636,362 71

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 14.

MONEY ACCOUNTS OF DISBURSING OFFICERS OF THE ARMY.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Reports of inspection of money accounts of disbursing officers of the Army.

DECEMBER 8, 1886.—Referred to the Committee on Expenditures in the War Department and ordered to be printed.

WAR DEPARTMENT,
Washington City, December 6, 1886.

The Secretary of War has the honor to transmit to the House of Representatives reports of inspection of money accounts of disbursing officers, to accompany the annual report of the Inspector-General of the Army for the year 1886.

WM. C. ENDICOTT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

O

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 15.

APPROPRIATIONS, ATTORNEY-GENERAL'S OFFICE.

LETTER

FROM

THE ATTORNEY-GENERAL,

TRANSMITTING

A statement of the condition of appropriations December 4, 1886, under control of the Attorney-General.

DECEMBER 8, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF JUSTICE,
Washington, December 7, 1886.

SIR: Inclosed herewith is a statement of the condition of the appropriations under the control of the Attorney-General, taken from the books of the Department, ending December 4, 1886, that the same may be referred to the Committee on Appropriations for their information in appropriating moneys for the expenses of United States courts for the fiscal year 1888.

The Committee on Appropriations will notice a difference between the statement of amount now available for fees of attorneys for 1886 and that made to the committee by a clerk of the Department last week—a difference owing to a misunderstanding of the figures as presented by the bookkeeper of the Department.

The matter is brought to the attention of the committee that the appropriation for fees of attorneys for the fiscal year 1888 may be as liberal as the corresponding appropriation for the year 1887.

Very respectfully,

A. H. GARLAND,
Attorney-General.

Hon. JOHN G. CARLISLE,
Speaker, House of Representatives.

Statement of the condition of the appropriations under the control of the Attorney-General, December 4, 1886.

Appropriations.	Subject of requisition.		
	1885.	1886.	1887.
Fees of marshals, United States courts	$12,343 82	$15,929 67	$325,003 27
Fees of attorneys, United States courts	3,265 57	85 22	272,631 36
Fees of clerks, United States courts	9,780 64	215 49	163,841 54
Fees of commissioners, United States courts	32 40	9,173 05	88,497 20
Fees of jurors, United States courts	12,099 35	123 95	154,361 00
Fees of witnesses, United States courts	9,090 21	117 04	109,837 90
Support of prisoners, United States courts	62,463 68	14 77	133,522 62
Rent of court-rooms, United States courts	807 80	.....	38,209 18
Miscellaneous expenses, United States courts	34,375 15	6,311 33	156,624 22
Salaries, Department of Justice	1,759 00	864 20	82,845 15
Salaries of employés, court-house, District of Columbia	523 90	.....	6,770 00
Salary of warden of jail, District of Columbia	.....	.....	1,051 60
Prosecution of crimes	7,347 46	8.122 00	15,528 00
Defending suits, &c	.....	2,631 55	13,982 00
Repairs to court-house, District of Columbia	.....	.....	1,500 00
Support of convicts	8,637 90	7,098 56	4,461 46
Punishing violations of intercourse acts, &c	1,439 04	1,712 50	3,356 00
Prosecution and collection of claims	460 00	81 69	500 00
Expenses of Territorial courts in Utah	40 25	392 10	15,388 50
Prosecution of crimes in Utah	.....	.....	5,000 00
Building Department of Justice	.....	.....	5,100 00
Compiling and printing laws, Alaska	96 62	.....	.....
Traveling expenses	700 00	1,300 00	1,500 00
Rent, &c., office of marshal, Alaska	.....	1,000 00	1,000 00
Defense in French spoliation claims	.....	.....	3,767 94
Support of insane convicts	11 57	.....	.....
Uniform system of bookkeeping, &c	10,000 00	.....	.....
Digest of Opinions of Attorneys-General	.....	1,000 00	.....
Furniture and repairs	.....	.....	450 00
Books for Department library	.....	.....	700 00
Books for office of Solicitor	.....	.....	100 00
Stationery	.....	.....	.....
Horses and wagons	100 00	1,150 00	300 00
Miscellaneous items	.....	.....	4,660 00
Postage to Postal Union countries	.....	.....	75 00
Relief of James Clifford	556 70	.....	.....
Industrial home, Utah Territory	40,000 00	.....	.....

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 16.

SUBSIDIARY SILVER COIN.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A letter from the Director of the Mint inclosing a draft of and recommending the passage of a joint resolution for the issue of subsidiary silver coin.

DECEMBER 8, 1886.—Referred to the Committee on Coinage, Weights, and Measures and ordered to be printed.

TREASURY DEPARTMENT, *December* 6, 1886.

SIR: I have the honor to present a communication from the Director of the Mint, dated 2d instant, pointing out the need of new legislation in the matter of the statutory limit of subsidiary silver coin outstanding in circulation, commending the same to the consideration of Congress. With the object in view of simultaneous action in both houses of Congress, I have addressed a similar communication to the United States Senate.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,
Washington, D. C.

TREASURY DEPARTMENT,
BUREAU OF THE MINT,
Washington, D. C., December 2, 1886.

SIR: I have the honor to invite your attention to the prevailing statutes relating to the quantity of subsidiary coin in circulation, and the effect of the same in restricting the issue of new coin to supply the public demand. The practice of the Treasury Department seems to have been based upon the theory that it is its duty to supply subsidiary coin up to the full requirements of this demand. Yet this practice seems to be not in accord with the joint resolution of 1876—limiting the amount of subsidiary coin outstanding to $50,000,000.

Believing that the action of the Department in meeting this demand, as well as the theory upon which this practice is obviously based, will

be sustained by special enactment if the attention of Congress be invited to the necessity of specific legislation upon this important matter, I submit the following memorandum of the state of the case as viewed by me, accompanied by a draft of what might be proposed in the form of a joint resolution for the issue of subsidiary silver coin, should this coincide with your judgment and meet with your wishes.

Very respectfully,

JAMES P. KIMBALL,
Director of the Mint.

The SECRETARY OF THE TREASURY.

MEMORANDUM.

The act of February 21, 1853, by which act the silver coins of the United States of less denominations than one dollar were made subsidiary, provided (section 3):

"That in order to procure bullion for the requisite coinage of the subdivisions of the dollar authorized by this act, the Treasurer of the Mint, shall with the approval of the Director, purchase such bullion with the bullion fund."

Section 4 provided, however—

"That the amount coined into quarter-dollars, dimes, and half-dimes shall be regulated by the Secretary of the Treasury."

This was the first act which provided for the coinage of subsidiary silver, and by it the amount to be issued, as well as the manner of procuring the bullion for its coinage, was placed by law under the control of the Director of the Mint and the Secretary of the Treasury.

The act of February 12, 1873, known as the coinage act of 1873, which revises all the laws on the subject of coinage, provides (section 27, now section 3526, R. S.):

"In order to procure bullion for the silver coinage authorized by this title, the superintendents, with the approval of the Director of the Mint, as to price, terms, and quantity, shall purchase such bullion with the bullion fund."

There is no limitation contained in the act as to the amount of subsidiary silver coin which should be issued; so that the act of 1873 left the matter of the subsidiary coinage exactly as it was by the original act of 1853.

The act to provide for the resumption of specie payments, approved January 1 1875, provided—

"That the Secretary of the Treasury is hereby authorized and required, as rapidly as practicable, to cause to be coined, at the mints of the United States, silver coins of the denominations of ten, twenty-five and fifty cents of standard value, and to issue them in redemption of an equal number and amount of fractional currency of similar denominations, or, at his discretion, he may issue such silver coins through the mints, sub-treasuries, public depositories and post-offices of the United States; and, upon such issue, he is hereby authorized and required to redeem an equal amount of fractional currency, until the whole amount of such fractional currency outstanding shall be redeemed."

The joint resolution of July 22, 1876, for the issue of silver coins, provided (section 1):

"That the Secretary of the Treasury may issue the silver coin at any time in the Treasury to an amount not exceeding ten million dollars in exchange for an equal amount of legal-tender notes," &c.

"SEC. 3. That in addition to the amount of subsidiary silver coin authorized by law to be issued in redemption of the fractional currency, it shall be lawful to manufacture at the several mints, and issue through the Treasury and its several offices, such coin to an amount that, including the amount of subsidiary silver coin and of fractional currency outstanding, shall in the aggregate, not exceed, at any time, fifty million dollars."

"SEC. 4. That the silver bullion required for the purposes of this resolution shall be purchased from time to time at market rate, by the Secretary of the Treasury: *Provided*, That the amount of money at any one time invested in such silver bullion, exclusive of such resulting coin, shall not exceed two hundred thousand dollars."

This joint resolution, while it contained no repealing clause, not only limited the amount of subsidiary silver coin outstanding at any one time to $50,000,000, but prescribed a different mode for the purchase of the bullion for such coinage, and, moreover, enacted that the amount of money at any one time invested in such bullion should not exceed $200,000.

It has always been a question whether this joint resolution repealed the existing statutes (sections 3526 and 3527, R. S.). It appears to have been passed for the purpose of authorizing the substitution of subsidiary silver coin for the fractional currency outstanding, but its limitation of $50,000,000 as the amount of subsidiary silver which should be outstanding at any one time is not in harmony with the provisions of the coinage act of 1873 (sections 3526 and 3527, R. S.), and the two laws cannot be construed so that each shall stand.

The total coinage of subsidiary silver from 1853 to 1875, the date of the first resolution mentioned, was $64,825,896; from February 1, 1875, to July 31, 1876, under the provisions of the resumption act of 1875, there were coined $15,962,880, and from August 1, 1876, to June 30, 1886, $28,707,294. Total since 1853, $109,496,070.

The amount of subsidiary silver supposed to be in circulation at the present time is about seventy-five million dollars, notwithstanding the provisions in the joint resolution of July 22, 1876, that the amount outstanding at any time should not exceed fifty million dollars. There is, moreover, at the present time, a demand for certain denominations of subsidiary silver coin, and the mint is engaged in executing such coinage.

The purpose of this joint resolution is to remove the impracticable limitation in the amount of subsidiary coin outstanding, and to provide necessary legislation for such practice of the Government as has prevailed for a number of years.

PROPOSED JOINT RESOLUTION FOR THE ISSUE OF SUBSIDIARY SILVER COIN.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the joint resolution for the issue of subsidiary silver coin approved July 22, 1876 (section 3, page 254, Volume I, Supplement to the Revised Statutes), as limits the amount of subsidiary silver coin outstanding at any time to fifty million dollars, is hereby repealed.

SEC. 2. That in order to procure bullion for the subsidiary silver coinage authorized by law, the Director of the Mint, with the approval of the Secretary of the Treasury as to price, terms, and quantity, shall purchase such bullion with the bullion fund: *Provided, however*, That the amount coined into half-dollars, quarter-dollars, and dimes shall be regulated by the Secretary of the Treasury of the United States of America.

○

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 17.

VOLUNTEER DISABLED SOLDIERS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A letter from the president of the Board of Managers of the National Home for Volunteer Disabled Soldiers, inclosing a statement of the expenses of that Board for the fiscal year ending June 30, 1886.

DECEMBER 8, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

WAR DEPARTMENT,
Washington City, December 6, 1886.

SIR: I have the honor to transmit herewith, in compliance with the provisions of the act of March 3, 1885 (23 Statutes, 510), a communication from W. B. Franklin, president of the Board of Managers of the National Home for Disabled Volunteer Soldiers, forwarding a statement of the expenses of said Board for the fiscal year ending June 30, 1886.

Very respectfully,

WM. C. ENDICOTT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

HARTFORD, CONN., *July* 6, 1886.

SIR: I transmit with this a "detailed statement of the expenses of the Board of Managers of the National Home for Disabled Volunteer Soldiers," for the fiscal year 1885–'86, in compliance with the act of Congress approved March 3, 1885.

Respectfully yours,

W. B. FRANKLIN,
President Board of Managers.

Hon. W. C. ENDICOTT,
Secretary of War, Washington, D. C.

Statement of expenses of the Board of Managers of the National Home for Disabled Volunteer Soldiers, for the year ending June 30, 1886.

[Prepared in compliance with the provisions of the act of March 3, 1885 (23 Statutes, page 510).]

Quar r endin –	Name and object.	Amount.	Total.
1885. Sept. 30	Board of Managers—traveling and other actual expenses incurred at a meeting held on July 8, 1885, at New York City and Togus, Me., as per vouchers 49, 56, and 64, viz:		
	Board	$262 19	
	Carriage hire	31 00	
	Railroad tickets	95 16	
	Baggage	6 00	
	Telegrams	5 50	
	Messengers	2 25	
	Stationery	15	
			$402 25
	Board of Managers—traveling and other actual expenses incurred at a meeting held on September 23, 1885, at Dayton, Ohio, Leavenworth, Kans., Milwaukee, Wis., and New York City, as per vouchers 122, 164, 183, and 185, viz:		
	Railroad tickets	312 50	
	Board	494 49	
	Car service	350 00	
	Carriage hire	142 50	
	Baggage	26 55	
	Telegrams	18 97	
	Messengers	5 25	
			1,350 26
	General W. B. Franklin, as per vouchers 122 and 185, viz:		
	Traveling and other actual expenses from Hartford, Conn., to Boston, Mass., and return	11 40	
	Traveling and other actual expenses from Hartford, Conn., to New York City, and return	16 40	
			27 80
	Col. L. A. Harris, as per voucher 109, viz:		
	Traveling and other actual expenses, auditing accounts at Southern Branch, attending board meeting July 8, 1885, visits to Central Branch, stamps, and outdoor relief		127 75
	General M. T. McMahon, as per voucher 181, viz:		
	Traveling and other actual expenses attending Board meeting July 8, 1885	12 00	
	Traveling and other actual expenses attending Board meeting September 23, 1885	11 75	
			23 75
	General George B. McClellan, as per voucher 43, viz:		
	Expenses incurred on account of the National Home		37 60
	General J. S. Negley, as per vouchers 40, 41, and 162, viz:		
	Clerical service	40 00	
	Postage	11 50	
	Traveling and other actual expenses attending Board meeting July 8, 1885	10 00	
	Medical examination of applicants for admission to the Home	60 00	
			121 50
	General J. C. Black, as per voucher 57, viz:		
	Traveling and other actual expenses, out door relief, and postage		31 15
	General Thomas W. Hyde, as per vouchers 44, 45, and 179, viz:		
	Medical examinations of applicants for admission to the Home	6 00	
	Traveling and other actual expenses attending Board meeting, July 8, 1885, and visits to Eastern Branch	21 51	
	Postage	10 70	
	Outdoor relief	9 04	
	Traveling and other actual expenses auditing accounts at Central Branch, viz:		
	Railroad tickets	39 35	
	Board	27 25	
	Carriage hire	4 00	
	Porters	2 75	
	Telegrams and messengers	1 34	
			121 94
Dec. 31	Board of Managers, traveling and other actual expenses incurred at a meeting held on December 17, 1885, at Washington, D. C., as per vouchers 143 and 208, viz:		
	Board	239 22	
	Parlor for holding sessions of the Board	30 00	
	Carriage hire	13 25	
	Expressage	60	
	Stationery	50	
	Railroad tickets	7 30	
			290 78

Statement of expenses of the Board of Managers of the National Home for Disabled Volunteer Soldiers, for the year ending June 30, 1886—Continued.

Quarter ending—	Name and object.	Amount.	Total.
1885. Dec. 31	Col. S. A. Harris, as per vouchers 58 and 179, viz:		
	Traveling and other actual expenses attending Board meeting, September 23, 1885, and visits to Central Branch, postal stamps, and outdoor relief	$75 60	
	Traveling and other actual expenses anditing acccounts of acting Treasurer W. H. Doe, Cincinnati, Ohio, to Hartford, Conn., and return	56 75	
			$132 35
	General M. T. McMahon, as per voucher 119, viz:		
	Traveling and other actual expenses auditing accounts of acting Treasurer W. H. Doe, New York City, to Hartford Conn., and return		13 00
	Maj. D. C. Fulton, as per vouchers 44 and 178, viz:		
	Traveling and other actual expenses visiting Northwestern Branch	21 25	
	Traveling and other actual expenses attending Board meeting, September 23, 1885	49 30	
	Postage	17 40	
	Traveling and other actual expenses attending Board meeting, December 17, 1885	82 50	
	Postage	10 50	
			180 95
	General J. S. Negley, as per vouchers 7, 8, and 9, viz:		
	Clerical services	30 00	
	Postage	11 00	
	Medical examinations of applicants for admission to the Home	54 00	
			95 00
	General Thomas W. Hyde, as per voucher 43, viz:		
	Medical examinations of applicants for admission to the Home		6 00
1886. Mar. 31	Board of Managers: Traveling and other actual expenses incurred at a meeting held on December 17, 1885, at Washington, D. C., as per vouchers 10 and 52, viz:		
	Railroad tickets	168 88	
	Board	126 12	
	Carriage hire	30 35	
	Messengers	2 25	
	Baggage	2 60	
	Bus	3 25	
	Stationery	2 25	
			335 70
	General W. B. Franklin, as per voucher 140, viz:		
	Traveling and other actual expenses from Hartford, Conn., to New York City and return		12 00
	Col. L. A. Harris, as per voucher 81, viz:		
	Traveling and other actual expenses attending Board meeting, December 17, 1885, and visits to Central Branch, postage stamps, and outdoor relief		133 40
	General J. A. Martin, as per voucher 45, viz:		
	Traveling and other actual expenses attending Board meeting December 17, 1885	125 00	
	Postage, telegrams, and outdoor relief	8 50	
			133 50
	General M. T. McMahon, as per voucher 6, viz:		
	Traveling and other actual expenses attending Board meeting December 17, 1885		23 25
	General J. S. Negley, as per vouchers 7, 8, and 9, viz:		
	Postage	10 00	
	Clerical services	30 00	
	Medical examinations of applicants for admission to the Home	36 00	
			76 00
	General Thomas W. Hyde, as per voucher 1, viz:		
	Outdoor relief	6 90	
	Postage	6 41	
	Travelling and other actual expenses, auditing accounts of Acting Treasurer W. H. Doz, Bath, Me., to Hartford, Conn., and return	21 46	
	Traveling and other actual expenses attending Board meeting December 17, 1885, and visits to Eastern Branch	55 70	
			90 47
June 30	Board of Managers, traveling, and other actual expenses incurred at a meeting held on April 7, 1886, at Washington, D. C., and Hampton, Va., as per vouchers 2, 3, and 28, viz:		
	Board	419 75	
	Railroad and steamboat tickets	416 65	
	Carriage hire	88 75	
	Parlor for holding sessions of the Board	25 00	
	Telegrams	10 86	
	Fires	7 00	
	Messengers	5 60	

Statement of expenses of the Board of Managers of the National Home for Disabled Volunteer Soldiers, for the year ending June 30, 1886—Continued.

Quarter ending—	Name and object.	Amount.	Total.
1886. June 30	Board of Managers, traveling, and other actual expenses, &c.—Cont'd.		
	Baggage	$7 20	
	Porterage	10 50	
	Bus	10 00	
	Car service	30 00	
	Stationery	4 45	
	Expressage	65	
			$1,036 41
	Col. L. A. Harris, as per voucher 9, viz:		
	Traveling and other actual expenses attending Board meeting April 7, 1886, visits to Central Branch and out-door relief		112 55
	Maj. D. C. Fulton, as per voucher 1, viz:		
	Traveling and other actual expenses attending Board meeting April 7, 1886, postage and out-door relief		110 00
	General J. S. Negley, as per vouchers 4, 5, and 6, viz:		
	Clerical services	30 00	
	Postage	9 00	
	Out-door relief	5 50	
	Traveling and other actual expenses attending Board meeting April 7, 1886	5 00	
	Medical examination of applicants for admission to the Home	22 00	
			71 50
	General J. C. Black, as per voucher 28, viz:		
	Traveling and other actual expenses attending Board meeting April 7, 1886		7 00
	Total		5,104 04

RECAPITULATION.

Board of Managers, disbursed by General W. B. Franklin, president and acting treasurer	$3,415 49
General W. B. Franklin	39 80
Col. L. A. Harris	506 05
General J. A. Martin	133 50
General M. T. McMahon	60 00
Maj. D. C. Fulton	290 95
General G. B. McClellan	37 69
General J. S. Negley	364 00
General J. C. Black	38 15
General T. C. Hyde	218 41
Total	5,104 04

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 18.

DISTRICT OF COLUMBIA ESTIMATES.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Detailed statements in explanation of estimates for improvement of streets, school buildings, and teachers.

DECEMBER 8, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *December* 8, 1886.

SIR: I have the honor to transmit herewith, for the consideration of Congress, certain detailed statements furnished by the Commissioners of the District of Columbia in explanation of their estimates for improvements of streets and avenues, erection of school buildings, and teachers to be employed in the public schools during the ensuing fiscal year, which, so far as the items for streets and avenues and school buildings are concerned, seem to comply with the requirements of the act of June 11, 1878 (20 Stat., 104).

The explanation of the estimate for school teachers, however, is not in such detail as in the opinion of this Department is contemplated by the terms of the act requiring such information to be furnished, and I would suggest that a classification of teachers be made and the number and pay of each class be fixed by law, as is now done in several of the principal cities of the country.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Public schools—sites and buildings.

For building an addition to the Washington high school	$40,000
For building an addition to the Columbia-road school	3,000
For building an addition to the Hamilton-road school*	3,000

* The school-house on the Hamilton road consists of two small rooms, in which there are insufficient accommodations for the 184 pupils enrolled, and more than 20 additional scholars are awaiting admission.

For building an eight-room school building on the lot adjoining the Wallach school building	$25,600
For building an eight-room school building on the lot adjoining the Sumner school building*	28,400
Total	100,000

Number of public-school teachers proposed to be employed.

Six hundred and forty-six teachers, at an average salary of $670	$432,820

SCHEDULE OF WORK ON CITY STREETS PROPOSED FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

Table of population, area, assessed values, and cost of street improvements for 1887–'88, *with percentages of each.*

Section.	Estimated expenditures for improvements.		City area.		Valuation of taxable property.		Population.	
	Amount.	Per cent.	Acres.	Per cent.	Amount.	Per cent.	Number.	Per cent.
Georgetown	$48,917 45	.125	590.95	.0920	$4,615,273	.046	14,322	.076
Northwest	190,518 80	.470	2,720.79	.4154	78,525,687	.780	107,430	.570
Southwest	42,515 40	.105	957.42	.1462	6,366,756	.063	27,228	.144
Southeast	60,489 35	.147	1,247.40	.1904	6,191,195	.061	21,561	.114
Northeast	47,832 65	.116	1,033.56	.1578	4,986,908	.050	18,008	.096
Filling, &c	15,000 00	.037	.....	.....	.....	.....	.....	.....
Total	405,273 65	1.000	6,550.12	1.0000	100,685,819	1.000	188,549	1.000

GEORGETOWN.

Street.	From—	To—	Square yards.	Cost per square yard.	Total.
Twenty-ninth	K street	M street	3,000	$3 00	$9,000 00
Thirty-first	do	do	3,000	3 00	9,000 00
Thirty-fourth	M street	N street	833	2 65	2,207 45
Q	Thirtieth street	Thirty-second street	4,870	2 65	13,000 00
Thirty-fifth	P street	Q street	1,400	2 65	3,710 00
Dumbarton	Twenty-eighth street	Thirty-second street	3,650	2 65	12,000 00
Total					48,917 45

NORTHWEST SECTION.

Q	Fifth street	Rhode Island avenue	4,150	$2 65	$10,997 00
R	Seventh street	Ninth street	1,891	2 65	5,011 15
Eighth	R street	S street	1,777	2 65	4,489 00
Eleventh	O street	Rhode Island avenue	1,162	2 65	3,074 30
Twelfth	Rhode Island avenue	Vermont avenue	2,133	2 65	5,652 45
S	Seventh street	Eleventh street	4,622	2 65	12,218 30
Q	Seventeenth street	Connecticut avenue	4,622	2 65	12,248 30
Seventeenth	P street	Q street	1,777	2 65	4,709 05
Eighteenth	do	do	1,777	2 65	4,709 05
New Hampshire avenue	Q street	Sixteenth street	14,250	2 65	37,762 50
I	Twenty-first street	Twenty-second street	2,605	2 65	6,903 25
New York avenue	Seventh street	Fifth street	4,166	2 65	11,039 90
E	Pennsylvania avenue	Fifteenth street	3,666	2 65	9,714 90
Fifteenth	do	New York avenue	2,333	3 00	6,999 00
Twenty-third	I street	Pennsylvania avenue	1,422	2 65	3,768 00
Tenth	R street	S street	1,777	2 65	4,709 05
E	New Jersey avenue	North Capitol street	2,140	2 65	5,671 00
F	do	do	2,851	2 65	7,555 15
G	do	do	3,111	2 65	8,244 15
Massachusetts avenue	do	do	4,722	2 65	12,513 30
North Capitol	Massachusetts avenue	E street	1,300	2 65	2,500 00
Twenty-fifth	Pennsylvania avenue	M street	1,625	2 65	5,000 00
Seventh	E street	G street	1,675	2 65	5,000 00
Total					190,518 80
Filling streets below grade, provided cost does not exceed 10 cents per cubic yard					15,000 00

* This will give the Sumner building to the use of the colored high school.

SOUTHWEST SECTION.

Street.	From—	To—	Square yards.	Cost per square yard.	Total.
E	Third street	Virginia avenue	1,361	$2 65	$3,606 65
C	First street	Four-and-a-half street	5,405	2 65	14,323 25
E	Seventh street	River	9,916	1 00	9,916 00
H	Third street	Four-and-a-half street	2,430	2 65	6,439 50
G	do	do	2,430	1 00	2,430 00
D	do	do	2,330	2 50	5,800 00
Total					42,515 40

SOUTHEAST SECTION.

Sixth	Pennsylvania avenue	E street	2,743	$2 50	$7,068 95
Seventh	do	East Capitol street	6,400	2 50	16,000 00
B	Fifth street	North Carolina avenue	3,403	2 65	9,017 95
A	Sixth street	Seventh street	2,333	2 65	6,182 45
Third	Pennsylvania avenue	C street	888	2 50	2,220 00
Virginia avenue	Third street	Eleventh street	20,000	1 00	20,000 00
Total					60,489 35

NORTHEAST SECTION.

Third	C street	Maryland avenue	1,066	$2 65	$2,825 00
Second	Maryland avenue	C street	1,742	2 50	4,355 00
B	Sixth street	Massachusetts avenue	2,722	2 65	7,213 30
A	Fourth street	Seventh street	4,672	2 65	12,387 70
C	Sixth street	Eleventh street	6,755	90	6,079 50
G	North Capitol street	Second street	5,288	1 00	5,288 00
Seventh	East Capitol street	Massachusetts avenue	2,711	2 65	7,184 15
North Capitol	Massachusetts avenue	E street	1,300	2 65	2,500 00
Total					47,832 65

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 19.

RIGHTS OF AMERICAN FISHERMEN IN BRITISH NORTH AMERICAN WATERS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A letter from the Secretary of State, accompanied by the correspondence relating to the rights of American fishermen in British North American waters.

DECEMBER 8, 1886.—Referred to the Committee on Foreign Affairs and ordered to be printed.

To the Senate and House of Representatives of the United States:

I transmit herewith a letter from the Secretary of State, which is accompanied by the correspondence in relation to the rights of American fishermen in the British North American waters, and commend to your favorable consideration the suggestion that a commission be authorized by law to take perpetuating proofs of the losses sustained during the past year by American fishermen, owing to their unfriendly and unwarranted treatment by the local authorities of the maritime provinces of the Dominion of Canada.

I may have occasion hereafter to make further recommendations during the present session for such remedial legislation as may become necessary for the protection of the rights of our citizens engaged in the open-sea fisheries of the North Atlantic waters.

GROVER CLEVELAND.

EXECUTIVE MANSION,
Washington, December 8, 1886.

DEPARTMENT OF STATE,
Washington, December 8, 1886.

To the PRESIDENT:

The Secretary of State has the honor to submit to the President, with a view to its communication to Congress, the correspondence relative to the fisheries in the waters adjacent to British North America, which has taken place during the present year.

It will disclose the action of this Department, and of our minister to Great Britain, in relation to the disputed construction of the convention of 1818, and what has been done to procure such an interpretation of its provisions as will be acceptable to both parties to that instrument, and consistent with their mutual interest and honor.

From time to time since the conclusion of the treaty of 1818, differences have arisen between the two Governments as to the extent of the renunciation by the United States of their former fishing rights in common in the littoral waters of British North America, and the true definition of the rights and privileges retained by, and expressly guaranteed to, the United States in the first article of that convention.

The history of this question during the period from 1818 to the present time has been one of unsuccessful attempts to adjust the respective claims, and occasionally the difficulties have been bridged over by temporary arrangements, notably by the treaty of Washington of June 5, 1854, and by the treaty of Washington of May 8, 1871, the fishery articles of the latter having been abrogated by the United States on June 30, 1885.

It is deeply to be regretted that the efforts of this Department, as shown by the correspondence now submitted, to arrive at such an agreement as would permit instructions of like tenor to be issued by the Governments of Great Britain and the United States, to guide the citizens of the respective nationalities in the unmolested exercise of their rights of fishing in the waters in question, and defining the limits of lawful action therein, have not as yet reached a final and satisfactory result.

Although propositions are now pending for consideration, which it is hoped may prove the basis of a just and permanent settlement, yet as supplementary to the published history of this long-standing subject, and as illustrating the obvious necessity in the interest of amity and good neighborhood of having a clear and well-defined understanding of the relative rights of the two Governments and their respective citizens, it is considered expedient that Congress should have full knowledge of the action of the Executive in the premises to assist them in their deliberations upon this important subject.

It will be observed in the course of this correspondence that notification has not failed to be duly given to the Government of Great Britain, that compensation is expected for the loss and damage caused to American fishermen by the unwarrantable action of the local authorities of the Dominion of Canada, not merely by the summary seizure of their vessels and the exaction of heavy fines in advance of hearing or judgment, but for the curtailment of privileges to which they were justly entitled under commercial regulations as well as treaty stipulations, and the consequent interference with their legitimate voyages, whereby the natural profits of their industry were seriously diminished, and in many cases wholly destroyed.

It would seem proper that steps *in perpetuam rei memoriam* should be taken by Congress to allow proofs to be made and placed upon record of these losses and injuries to our citizens, to enable them to be properly presented to Her Majesty's Government for settlement; and that for this purpose a commission should be authorized by Congress to take the necessary proofs of the respective claimants.

Respectfully submitted.

T. F. BAYARD.

LIST OF INCLOSURES.

I.—Correspondence between the Department of State and the British Legation in Washington.

1.—Sir L. West to Mr. Bayard, March 19, 1886.
2.—Mr. Bayard to Sir L. West, March 23, 1886.
3.—Sir L. West to Mr. Bayard, March 24, 1886.
4.—Mr. Bayard to Sir L. West, May 10, 1886.
5.—Sir L. West to Mr. Bayard, May 10, 1886.
6.—Mr. Bayard to Sir L. West, May 20, 1886.
7.—Mr. Bayard to Sir L. West, May 22, 1886.
8.—Mr. Bayard to Sir L. West, May 29, 1886.
9.—Sir L. West to Mr. Bayard, June 2, 1886.
10.—Mr. Bayard to Sir L. West, June 2, 1886.
11.—Mr. Bayard to Sir L. West, June 7, 1886.
12.—Sir L. West to Mr. Bayard, June 8, 1886.
13.—Mr. Bayard to Sir L. West, June 14, 1886.
14.—Sir L. West to Mr. Bayard, June 15, 1886.
15.—Sir L. West to Mr. Bayard, June 18, 1886 (with inclosures).
16.—Mr. Bayard to Sir L. West, July 2, 1886.
17.—Sir L. West to Mr. Bayard, July 3, 1886.
18.—Sir L. West to Mr. Bayard. July 3, 1886.
19.—Mr. Bayard to Sir L. West, July 10, 1886.
20.—Mr. Bayard to Sir L. West, July 10, 1886.
21.—Mr. Hardinge to Mr. Bayard, July 12, 1886.
22.—Mr. Hardinge to Mr. Bayard, July 12, 1886.
23.—Mr. Bayard to Mr. Hardinge, July 16, 1886.
24.—Mr. Hardinge to Mr. Bayard, July 17, 1886.
25.—Mr. Bayard to Sir L. West, July 30, 1886.
26.—Mr. Hardinge to Mr. Bayard, July 31, 1886.
27.—Mr. Hardinge to Mr. Bayard, August 2, 1886 (with inclosures).
28.—Mr. Bayard to Mr. Hardinge, August 9, 1886.
29.—Mr. Hardinge to Mr. Bayard, August 10, 1886.
30.—Mr. Bayard to Sir L. West, August 17, 1886.
31.—Sir L. West to Mr. Bayard, August 18, 1886.
32.—Mr. Bayard to Sir L. West, August 18, 1886.
33.—Sir L. West to Mr. Bayard, August 18, 1886.
34.—Sir L. West to Mr. Bayard, August 19, 1886.
35.—Sir L. West to Mr. Bayard, September 1, 1886.
36.—Mr. Bayard to Sir L. West, September 10, 1886.
37.—Sir L. West to Mr. Bayard, September 11, 1886.
38.—Sir L. West to Mr. Bayard, September 17, 1886.
39.—Sir L West to Mr. Bayard, September 18, 1886.
40.—Mr. Bayard to Sir L. West, September 23, 1886.
41.—Sir L. West to Mr. Bayard, September 25, 1886.
42.—Sir L. West to Mr. Bayard, October 12, 1886 (with an inclosure).
43.—Sir L. West to Mr. Bayard, October 12, 1886 (with inclosures).
44.—Mr. Bayard to Sir L. West, October 19, 1886.
45.—Mr. Bayard to Sir L. West, October 20, 1886 (with an inclosure).
46.—Sir L. West to Mr. Bayard, October 21, 1886.
47.—Mr. Bayard to Sir L. West, October 27, 1886.
48.—Sir L. West to Mr. Bayard, November 1, 1886 (with inclosures).
49.—Sir L. West to Mr. Bayard, November 9, 1886 (with an inclosure).
50.—Mr. Bayard to Sir L. West, November 11, 1886 (with inclosures).
51.—Sir L. West to Mr. Bayard, November 12, 1886.
52.—Sir L. West to Mr. Bayard, November 15, 1886.
53.—Mr. Bayard to Sir L. West, December 1, 1886 (with inclosures).
54.—Sir L. West to Mr. Bayard, December 6, 1886 (with inclosures and copy of Canadian customs act of 1883).
55.—Sir L. West to Mr. Bayard, December 7, 1886 (with inclosures).
56.—Sir L. West to Mr. Bayard, December 7, 1886 (with inclosures).
57.—Sir L. West to Mr. Bayard, December 7, 1886 (with inclosures).

II.—CORRESPONDENCE BETWEEN THE DEPARTMENT OF STATE AND THE UNITED STATES LEGATION IN LONDON.

58.—Mr. Bayard to Mr. Phelps (No. 289) May 11, 1886.
59.—Mr. Bayard to Mr. Phelps (No. 303) May 21, 1886.
60.—Mr. Bayard to Mr. Phelps (No. 310), June 1, 1886.
61.—Mr. Phelps to Mr. Bayard (No. 293), June 5, 1886 (with an inclosure).
62.—Mr. Bayard to Mr. Phelps (No. 328), June 18, 1886.
63.—Mr. Bayard to Mr. Phelps (No. 329), June 18, 1886 (with inclosures).
64.—Mr. Bayard to Mr. Phelps (No. 369), July 29, 1886 (with inclosures).
65.—Mr. Bayard to Mr. Phelps (No. 372), July 30, 1886.
66.—Mr. Phelps to Mr. Bayard (No. 351), September 13, 1886 (with inclosures).
67.—Mr. Porter to Mr. Phelps (No. 414), September 29, 1886.
68.—Mr. Phelps to Mr. Bayard (No. 372), October 12, 1886 (with an inclosure).
69.—Mr. Bayard to Mr. Phelps (No. 434), October 20, 1886.
70.—Mr. Bayard to Mr. Phelps (No. 452), November 6, 1886.
71.—Mr. Bayard to Mr. Phelps (No. 462), November 20, 1886.

III.—MISCELLANEOUS. SELECTIONS FROM CORRESPONDENCE OF THE DEPARTMENT OF STATE WITH PARTIES INTERESTED IN AMERICAN FISHING VESSELS MOLESTED IN CANADIAN WATERS.

72.—Messrs. Cushing and McKenney to Mr. Bayard, telegram, Portland, April 9, 1886.
73.—Mr. Bayard to Messrs. Cushing and McKenney, telegram, April 9, 1886.
74.—Mr. Woodbury to Mr. Bayard, May 21, 1886 (with inclosures).
75.—Mr. Woodbury to Mr. Bayard, May 22, 1886.
76.—Mr. Steele to Mr. Bayard, May 22, 1886 (with inclosures).
77.—Mr. Bayard to Mr. Steele, May 26, 1886.
78.—Mr. Jordan to Mr. Bayard, June 4, 1886.
79.—Mr. Steele to Mr. Bayard, June 5, 1886 (with inclosures).
80.—Mr. Steele to Mr. Bayard, June 5, 1886.
81.—Mr. Bayard to Mr. Steele, June 7, 1886.
82.—Mr. Bayard to Mr. Steele, June 8, 1886.
83.—Mr. Bayard to Mr. Jordan, June 8, 1886.
84.—Capt. Jesse Lewis to Mr. Bayard, June 26, 1886.
85.—Mr. Bayard to Capt. Jesse Lewis, June 30, 1886.
86.—Mr. Willard to Mr. Bayard, telegram, Portland, July 3, 1886.
87.—Messrs. Cushing and McKenney to Mr. Bayard, telegram, Portland, July 3, 1886.
88.—Mr. Woodbury to Mr. Bayard, July 7, 1886 (with inclosures).
89.—Mr. Willard to Mr. Bayard, July 7, 1886.
90.—Mr. Bayard to Mr. Willard, July 9, 1886.
91.—Hon. Mr. Boutelle to Mr. Bayard, telegram, Washington, July 10, 1886.
92.—Mr. Bayard to Mr. Boutelle, July 10, 1886.
93.—Mr. Bayard to Mr. Woodbury, July 13, 1886.
94.—Hon. Mr. Boutelle to Mr. Bayard, July 14, 1886 (with an inclosure).
95.—Mr. Bayard to Hon. Mr. Boutelle, July 15, 1886.
96.—Mr. Woodbury to Mr. Bayard, July 28, 1886 (with inclosures).
97.—Mr. Bayard to Mr. Woodbury, July 30, 1886.
98.—Mr. Woodbury to Mr. Bayard, July 30, 1886 (with an inclosure).
99.—Mr. Bayard to Mr. Woodbury, July 31, 1886.
100.—Mr. Presson to Mr. Bayard, August 9, 1886 (with an inclosure).
101.—Mr. Presson to Mr. Bayard, August 10, 1886 (with an inclosure).
102.—Mr. Presson to Mr. Bayard, August 14, 1886 (with an inclosure)
103.—Mr. Bayard to Mr. Presson, August 18, 1886.
104.—Mr. Bayard to Messrs. Cushing and McKenney, August 19, 1886.
105.—Mr. Woodbury to Mr. Bayard, October 12, 1886 (with inclosures).
106.—Mr. Bayard to Woodbury, October 15, 1886.
107.—Mr. Steele to Mr. Bayard, October 18, 1886.
108.—Mr. Bayard to Mr. Steele, October 20, 1886.
109.—Mr. Steele to Mr. Bayard, October 25, 1886.

IV.—EXTENSION OF CERTAIN FISHING RIGHTS UNDER THE TREATY OF WASHINGTON.

110.—Senate Document No. 32, first session Forty-ninth Congress.

I.—CORRESPONDENCE BETWEEN THE DEPARTMENT OF STATE AND THE BRITISH LEGATION IN WASHINGTON.

No. 1.

Sir L. West to Mr. Bayard.

WASHINGTON, *March* 19, 1886. [Received March 20.]

SIR: I have the honor to inform you that the Earl of Rosebery has requested me to ascertain whether it is intended to give notice to the United States fishermen that they are now precluded from fishing in British North American territorial waters, as Her Majesty's Government are considering the expediency of issuing a reciprocal notice with regard to British fishermen in American waters.

I have, &c.,

L. S. SACKVILLE WEST.

No. 2.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, March 23, 1886.

SIR: I have the honor to acknowledge the receipt of your note of the 19th instant, whereby you inform me that you have been requested by the Earl of Rosebery to ascertain "whether it is intended to give notice to the United States fishermen that they are now precluded from fishing in British North American territorial waters," and to inform you, in reply, that as full and formal public notification in the premises has already been given by the President's proclamation of 31st January, 1885, it is not now deemed necessary to repeat it.

The temporary arrangement made between us on the 22d of June, 1885, whereby certain fishing operations on the respective coasts were not to be interfered with during the fishing season of 1885, notwithstanding the abrogation of the fishery articles of the treaty of Washington, came to an end under its own expressed limitation on the 31st of December last, and the fisheries question is now understood to rest on existing treaties, precisely as though no fishery articles had been incorporated in the treaty of Washington.

In view of the enduring nature and important extent of the rights secured to American fishermen in British North American territorial waters under the provisions of the treaty of 1818, to take fish within the

three-mile limit on certain defined parts of the British North American coasts, and to dry and cure fish there under certain conditions, this Government has not found it necessary to give to United States fishermen any notification that "they are now precluded from fishing in British North American territorial waters."

I have, &c.,

T. F. BAYARD.

No. 3.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
Washington, March 24, 1886. [Received March 25.]

SIR: I have the honor to acknowledge the receipt of your note of the 23d instant, in reply to mine of the 19th, informing me that, as full and formal public notification in the premises has already been given by the President's proclamation of the 31st January, 1885, it has not been found necessary to give to United States fishermen any further notification that they are now precluded from fishing in British North American territorial waters. I have duly informed Her Majesty's Government and the Government of the Dominion of this decision.

I have, &c.,

L. S. SACKVILLE WEST.

No. 4.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, May 10, 1886.

SIR: On the 6th instant I received from the consul-general of the United States at Halifax a statement of the seizure of an American schooner, the Joseph Story, of Gloucester, Mass., by the authorities at Baddeck, Cape Breton, and her discharge after a detention of twenty-four hours.

On Saturday, the 8th instant, I received a telegram from the same official announcing the seizure of the American schooner David J. Adams, of Gloucester, Mass., in the Annapolis Basin, Nova Scotia, and that the vessel had been placed in the custody of an officer of the Canadian steamer Lansdowne and sent to St. John, New Brunswick, for trial.

As both of these seizures took place in closely landlocked harbors, no invasion of the territorial waters of the British Provinces, with the view of fishing there, could well be imagined; and yet the arrests appear to have been based upon the act or intent of fishing within waters as to which, under the provision of the treaty of 1818 between Great Britain and the United States of America, the liberty of the inhabitants of the United States to fish has been renounced.

It would be superfluous for me to dwell upon the desire which, I am sure, controls those respectively charged with the administration of the Governments of Great Britain and of the United States to prevent oc-

currences tending to create exasperation, or unneighborly feeling, or collision between the inhabitants of the two countries; but, animated with this sentiment, the time seems opportune for me to submit some views for your consideration, which I confidently hope will lead to such administration of the laws regulating the commercial interests and the mercantile marine of the two countries as may promote good feeling and mutual advantage, and prevent hostility to commerce under the guise of protection to inshore fisheries.

The treaty of 1818 is between two nations, the United States of America and Great Britain, who, as the contracting parties, can alone apply authoritative interpretation thereto, or enforce its provisions by appropriate legislation.

The discussion prior to the conclusion of the treaty of Washington in 1871 was productive of a substantial agreement between the two countries as to the existence and limit of the three marine miles within the line of which, upon the regions defined in the treaty of 1818, it should not be lawful for American fishermen to take, dry, or cure fish. There is no hesitancy upon the part of the Government of the United States to proclaim such inhibition and warn their citizens against the infraction of the treaty in that regard, so that such inshore fishing cannot lawfully be enjoyed by an American vessel being within three marine miles of the land.

But since the date of the treaty of 1818, a series of laws and regulations importantly affecting the trade between the North American Provinces of Great Britain and the United States have been, respectively, adopted by the two countries, and have led to amicable and mutually beneficial relations between their respective inhabitants.

This independent and yet concurrent action by the two Governments has effected a gradual extension, from time to time, of the provisions of Article I of the convention of July 3, 1815, providing for reciprocal liberty of commerce between the United States and the territories of Great Britain in Europe, so as gradually to include the colonial possessions of Great Britain in North America and the West Indies within the results of that treaty.

President Jackson's proclamation of October 5, 1830, created a reciprocal commercial intercourse, on terms of perfect equality of flag, between this country and the British American dependencies, by repealing the navigation acts of April 18, 1818, May 15, 1820, and March 1, 1823, and admitting British vessels and their cargoes "to an entry in the ports of the United States from the islands, provinces, and colonies of Great Britain on or near the American continent, and north or east of the United States." These commercial privileges have since received a large extension in the interests of propinquity, and in some cases favors have been granted by the United States without equivalent concession. Of the latter class is the exemption granted by the shipping act of June 26, 1884, amounting to one-half of the regular tonnage-dues on all vessels from the British North American and West Indian possessions entering ports of the United States. Of the reciprocal class are the arrangements for transit of goods, and the remission, by proclamation, as to certain British ports and places of the remainder of the tonnage-tax, on evidence of equal treatment being shown to our vessels.

On the other side, British and colonial legislation, as notably in the case of the imperial shipping and navigation act of June 26, 1849, has contributed its share toward building up an intimate intercourse and beneficial traffic between the two countries founded on mutual interest and convenience.

These arrangements, so far as the United States are concerned, depend upon municipal statute and upon the discretionary powers of the Executive thereunder.

The seizure of the vessels I have mentioned, and certain published "warnings" purporting to have been issued by the colonial authorities, would appear to have been made under a supposed delegation of jurisdiction by the Imperial Government of Great Britain, and to be intended to include authority to interpret and enforce the provisions of the treaty of 1818, to which, as I have remarked, the United States and Great Britain are the contracting parties, who can alone deal responsibly with questions arising thereunder.

The effect of this colonial legislation and Executive interpretation, if executed according to the letter, would be not only to expand the restrictions and renunciations of the treaty of 1818, which related solely to inshore fishery within the three-mile limit, so as to affect the deep-sea fisheries, the right to which remained unquestioned and unimpaired for the enjoyment of the citizens of the United States, but further to diminish and practically to destroy the privileges expressly secured to American fishing vessels to visit those inshore waters for the objects of shelter, repair of damages, and purchasing wood, and obtaining water.

Since 1818, certain important changes have taken place in fishing in the regions in question, which have materially modified the conditions under which the business of inshore fishing is conducted and which must have great weight in any present administration of the treaty.

Drying and curing fish, for which a use of the adjacent shores was at one time requisite, is now no longer followed, and modern invention of processes of artificial freezing, and the employment of vessels of a larger size, permit the catch and direct transportation of fish to the markets of the United States without recourse to the shores contiguous to the fishing grounds.

The mode of taking fish inshore has also been wholly changed, and from the highest authority on such subjects I learn that bait is no longer needed for such fishing, that purse-seines have been substituted for the other methods of taking mackerel, and that by their employment these fish are now readily caught in deeper waters entirely exterior to the three-mile line.

As it is admitted that the deep-sea fishing was not under consideration in the negotiation of the treaty of 1818, nor was affected thereby, and as the use of bait for inshore fishing has passed wholly into disuse, the reasons which may have formerly existed for refusing to permit American fishermen to catch or procure bait within the line of a marine league from the shore lest they should also use it in the same inhibited waters for the purpose of catching other fish, no longer exist.

For it will, I believe, be conceded as a fact that bait is no longer needed to catch herring or mackerel, which are the objects of inshore fishing, but is used, and only used, in deep-sea fishing, and, therefore, to prevent the purchase of bait or any other supply needed in deep-sea fishing, under color of executing the provisions of the treaty of 1818, would be to expand that convention to objects wholly beyond its purview, scope, and intent, and give to it an effect never contemplated by either party, and accompanied by results unjust and injurious to the citizens of the United States.

As, therefore, there is no longer any inducement for American fishermen to "dry and cure" fish on the interdicted coasts of the Canadian Provinces, and as bait is no longer used or needed by them [for the prosecution of inshore fishing] in order to "take" fish in the inshore

waters to which the treaty of 1818 alone relates, I ask you to consider the results of excluding American vessels, duly possessed of permits from their own Government to touch and trade at Canadian ports as well as to engage in deep sea-fishing, from exercising freely the same customary and reasonable rights and privileges of trade in the ports of the British colonies as are freely allowed to British vessels in all the ports of the United States under the laws and regulations to which I have adverted.

Among these customary rights and privileges may be enumerated the purchase of ship-supplies of every nature, making repairs, the shipment of crews in whole or part, and the purchase of ice and bait for use in deep-sea fishing.

Concurrently, these usual rational and convenient privileges are freely extended to and are fully enjoyed by the Canadian merchant marine of all occupations, including fishermen in the ports of the United States.

The question therefore arises whether such a construction is admissible as would convert the treaty of 1818 from being an instrumentality for the protection of the inshore fisheries along the described parts of the British American coast into a pretext or means of obstructing the business of deep-sea fishing by citizens of the United States, and of interrupting and destroying the commercial intercourse that since the treaty of 1818, and independent of any treaty whatever, has grown up and now exists under the concurrent and friendly laws and mercantile regulations of the respective countries.

I may recall to your attention the fact that a proposition to exclude the vessels of the United States engaged in fishing from carrying also merchandise was made by the British negotiators of the treaty of 1818, but being resisted by the American negotiators was abandoned. This fact would seem clearly to indicate that the business of fishing did not then, and does not now, disqualify a vessel from also trading in the regular ports of entry.

I have been led to offer these considerations by the recent seizures of American vessels to which I have adverted and by indications of a local spirit of interpretation in the Provinces, affecting friendly intercourse, which is, I firmly believe, not warranted by the terms of the stipulations on which it professes to rest. It is not my purpose to prejudge the facts of the cases, nor have I any desire to shield any American vessel from the consequences of violation of international obligation. The views I advance may prove not to be applicable in every feature to those particular cases, and I should be glad if no case whatever were to arise calling in question the good understanding of the two countries in this regard in order to be free from the grave apprehensions which otherwise I am unable to dismiss.

It would be most unfortunate, and, I cannot refrain from saying, most unworthy, if the two nations who contracted the treaty of 1818 should permit any questions of mutual right and duty under that convention to become obscured by partisan advocacy or distorted by the heat of local interests. It cannot but be the common aim to conduct all discussion in this regard with dignity and in a self-respecting spirit, that will show itself intent upon securing equal justice rather than unequal advantage. Comity, courtesy, and justice cannot, I am sure, fail to be the ruling motives and objects of discussion.

I shall be most happy to come to a distinct and friendly understanding with you, as the representative of Her Britannic Majesty's Government, which will result in such a definition of the rights of American

fishing-vessels under the treaty of 1818 as shall effectually prevent any encroachment by them upon the territorial waters of the British Provinces for the purpose of fishing within those waters, or trespassing in any way upon the littoral or marine rights of the inhabitants, and, at the same time, prevent that convention from being improperly expanded into an instrument of discord by affecting interests and accomplishing results wholly outside of and contrary to its object and intent, by allowing it to become an agency to interfere with and perhaps destroy those reciprocal commercial privileges and facilities between neighboring communities which contribute so importantly to their peace and happiness. It is obviously essential that the administration of the laws regulating the Canadian inshore fishing should not be conducted in a punitive and hostile spirit, which can only tend to induce acts of a retaliatory nature.

Everything will be done by the United States to cause their citizens engaged in fishing to conform to the obligations of the treaty, and prevent an infraction of the fishing laws of the British Provinces; but it is equally necessary that ordinary commercial intercourse should not be interrupted by harsh measures and unfriendly administration.

I have the honor, therefore, to invite a frank expression of your views upon the subject, believing that, should any differences of opinion or disagreement as to facts exist, they will be found to be so minimized that an accord can be established for the full protection of the inshore fishing of the British Provinces, without obstructing the open-sea fishing operations of the citizens of the United States or disturbing the trade regulations now subsisting between the countries.

I have, &c.,

T. F. BAYARD.

No. 5.

Sir L. West to Mr. Bayard.

WASHINGTON, *May* 10, 1886. [Received May 12.]

SIR: I have the honor to acknowledge the receipt of your note of this day's date, and to inform you that I have lost no time in transmitting copy of this important communication to Her Majesty's Government.

I have, &c.,

L. S. SACKVILLE WEST.

No. 6.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, May 20, 1886.

SIR: Although without reply to the note I had the honor to address to you on the 10th instant, in relation to the Canadian fisheries and the interpretation of the treaty of 1818 between the United States and Great Britain as to the rights and duties of the American citizens en-

gaged in maritime trade and intercourse with the Provinces of British North America, in view of the unrestrained, and, as it appears to me, unwarranted, irregular, and severe action of Canadian officials toward American vessels in those waters, yet I feel it to be my duty to bring impressively to your attention information more recently received by me from the United States consul-general at Halifax, Nova Scotia, in relation to the seizure and continued detention of the American schooner David J. Adams, already referred to in my previous note, and the apparent disposition of the local officials to use the most extreme and technical reasons for interference with vessels not engaged in or intended for inshore fishing on that coast.

The report received by me yesterday evening alleges such action in relation to the vessel mentioned as renders it difficult to imagine it to be that orderly proceeding and "due process of law" so well known and customarily exercised in Great Britain and the United States, and which dignifies the two Governments, and gives to private rights of property and the liberty of the individual their essential safeguards.

By the information thus derived it would appear that after four several and distinct visitations by boats' crews from the Lansdowne, in Annapolis Basin, Nova Scotia, the David J. Adams was summarily taken into custody by the Canadian steamer Lansdowne and carried out of the Province of Nova Scotia, across the Bay of Fundy, and into the port of St. John, New Brunswick, and without explanation or hearing, on the following Monday, May 10, taken back again by an armed crew to Digby, in Nova Scotia. That in Digby the paper alleged to be the legal precept for the capture and detention of the vessel was nailed to her mast in such manner as to prevent its contents being read, and the request of the captain of the David J. Adams and of the United States consul-general to be allowed to detach the writ from the mast for the purpose of learning its contents was positively refused by the provincial official in charge. Nor was the United States consul-general able to learn from the commander of the Lansdowne the nature of the complaint against the vessel, and his respectful application to that effect was fruitless.

In so extraordinary, confused, and irresponsible a condition of affairs, it is not possible to ascertain with that accuracy which is needful in matters of such grave importance the precise grounds for this harsh and peremptory arrest and detention of a vessel the property of citizens of a nation with whom relations of peace and amity were supposed to exist.

From the best information, however, which the United States consul-general was enabled to obtain after application to the prosecuting officials, he reports that the David J. Adams was seized and is now held (1) for alleged violation of the treaty of 1818; (2) for alleged violation of the act 59 Geo. III; (3) for alleged violation of the colonial act of Nova Scotia of 1868; and (4) for alleged violation of the act of 1870 and also that of 1883, both Canadian statutes.

Of these allegations there is but one which at present I press upon your immediate consideration, and that is the alleged infraction of the treaty of 1818.

I beg to recall to your attention the correspondence and action of those respectively charged with the administration and government of Great Britain and the United States in the year 1870, when the same international questions were under consideration and the status of law was not essentially different from what it is at present.

This correspondence discloses the intention of the Canadian authorities of that day to prevent encroachment upon their inshore fishing grounds, and their preparations in the way of a marine police force, very much as we now witness. The statutes of Great Britain and of her Canadian Provinces, which are now supposed to be invoked as authority for the action against the schooner David J. Adams, were then reported as the basis of their proceedings.

In his note of May 26, 1870, Mr. (afterwards Sir Edward) Thornton, the British minister at this capital, conveyed to Mr. Fish, then Secretary of State, copies of the orders of the royal Admiralty to Vice-Admiral Wellesley, in command of the naval forces "employed in maintaining order at the fisheries in the neighborhood of the coasts of Canada."

All of these orders directed the protection of Canadian fishermen and cordial co-operation and concert with the United States force sent on the same service with respect to American fishermen in those waters. Great caution in the arrest of American vessels charged with violation of the Canadian fishing laws was scrupulously enjoined upon the British authorities, and the extreme importance of the commanding officers of ships selected to protect the fisheries exercising the utmost discretion in paying especial attention to Lord Granville's observation, that no vessel should be seized unless it were evident, and could be clearly proved, that the offense of fishing had been committed, and the vessel captured within three miles of land.

This caution was still more explicitly announced when Mr. Thornton, on the 11th of June, 1870, wrote to Mr. Fish:

> You are, however, quite right in not doubting that Admiral Wellesley, on the receipt of the later instructions addressed to him on the 5th ultimo, will have modified the directions to the officers under his command so that they may be in conformity with the views of the Admiralty. In confirmation of this I have since received a letter from Vice-Admiral Wellesley dated the 30th ultimo, informing me that he had received instructions to the effect that officers of Her Majesty's ships employed in the protection of the fisheries should not seize any vessel unless it were evident, and could be clearly proved, that the offense of fishing had been committed and the vessel itself captured within three miles of land.

This understanding between the two Governments wisely and efficiently guarded against the manifest danger of intrusting the execution of powers so important and involving so high and delicate a discretion to any but wise and responsible officials, whose prudence and care should be commensurate with the magnitude and national importance of the interests involved. And I should fail in my duty if I did not endeavor to impress you with my sense of the absolute and instant necessity that now exists for a restriction of the seizure of American vessels charged with violations of the treaty of 1818 to the conditions announced by Sir Edward Thornton to this Government in June, 1870.

The charges of violating the local laws and commercial regulations of the ports of the British Provinces (to which I am desirous that due and full observance should be paid by citizens of the United States), I do not consider in this note, and I will only take this occasion to ask you to give me full information of the official action of the Canadian authorities in this regard, and what laws and regulations having the force of law, in relation to the protection of their inshore fisheries and preventing encroachments thereon, are now held by them to be in force.

But I trust you will join with me in realizing the urgent and essential importance of restricting all arrests of American fishing vessels for supposed or alleged violations of the convention of 1818 within the limitations and conditions laid down by the authorities of Great Britain in 1870, to wit: That no vessel shall be seized unless it is evident and can

be clearly proved that the offense of fishing has been committed and the vessel itself captured within three miles of land.

In regard to the necessity for the instant imposition of such restrictions upon the arrest of vessels, you will, I believe, agree with me, and I will therefore ask you to procure such steps to be taken as shall cause such orders to be forthwith put in force under the authority of Her Majesty's Government.

I have, &c.,

T. F. BAYARD.

No. 7.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, May 22, 1886.

MY DEAR SIR LIONEL: I have telegraphed to-day to Mr. Phelps, urging the advantage and need of my coming to some immediate understanding with you expressive of the views of the two parties to the treaty.

My conviction strengthens as to the importance of having a stop put at once to vexatious interpretations and action by local authorities, which can only hinder an amicable accord, and I have asked that these seizures be suspended without prejudice to the legal results pending an authoritative treatment of the main question.

It surely cannot be the purpose of the provincial authorities to embarrass the two Governments, by whom alone the issues are cognizable. A frank and friendly spirit has been exhibited by both Governments in abstaining from any demonstration of naval force in the provincial waters, and it is desirable that this should be continued, as it will add to the moral impressiveness of any settlement we may arrive at.

Very faithfully yours,

T. F. BAYARD.

No. 8.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, May 29, 1886.

SIR: I have just received an official imprint of House of Commons bill No. 136, now pending in the Canadian Parliament, entitled "An act further to amend the act respecting fishing by foreign vessels," and am informed that it has passed the house and is now pending in the senate.

This bill proposes the forcible search, seizure, and forfeiture of any foreign vessel within any harbor in Canada, or hovering within three marine miles of any of the coasts, bays, creeks, or harbors in Canada, where such vessel has entered such waters for any purpose not permitted by the laws of nations, or by treaty or convention, or by any law of the United Kingdom or of Canada now in force.

I hasten to draw your attention to the wholly unwarranted proposition of the Canadian authorities, through their local agents, arbitrarily

to enforce according to their own construction the provisions of any convention between the United States and Great Britain, and, by the interpolation of language not found in any such treaty, and, by interpretation not claimed or conceded by either party to such treaty, to invade and destroy the commercial rights and privileges of citizens of the United States under and by virtue of treaty stipulation with Great Britain and statutes in that behalf made and provided.

I have also been furnished with a copy of circular No. 371, purporting to be from the customs department at Ottawa, dated May 7, 1886, and to be signed by J. Johnson, commissioner of customs, assuming to execute the provisions of the treaty between the United States and Great Britain, concluded October 20, 1818, and printed copies of a warning, purporting to be issued by George E. Foster, minister of marine and fisheries, dated at Ottawa, March 5, 1886, of a similar tenor, although capable of unequal results in its execution.

Such proceedings I conceive to be flagrantly violative of the reciprocal commercial privileges to which citizens of the United States are lawfully entitled under statutes of Great Britain and the well-defined and publicly proclaimed authority of both countries, besides being in respect of the existing conventions between the two countries an assumption of jurisdiction entirely unwarranted and which is wholly denied by the United States.

In the interest of the maintenance of peaceful and friendly relations, I give you my earliest information on this subject, adding that I have telegraphed Mr. Phelps, our minister at London, to make earnest protest to Her Majesty's Government against such arbitrary, unlawful, unwarranted and unfriendly action on the part of the Canadian Government and its officials, and have instructed Mr. Phelps to give notice that the Government of Great Britain will be held liable for all losses and injuries to citizens of the United States and their property caused by the unauthorized and unfriendly action of the Canadian officials to which I have referred.

I have, &c.

T. F. BAYARD.

No. 9.

Sir L. West to Mr. Bayard.

WASHINGTON, *June* 2, 1886. [Received June 3.]

SIR: I have the honor to acknowledge the receipt of your notes of the 20th and 29th of May on the subject of the seizure of American fishing vessels in Canadian waters.

I have, &c.

L. S. SACKVILLE WEST.

No. 10.

Mr. Bayard to Sir L. West.

WASHINGTON, *June* 2, 1886.

MY DEAR SIR LIONEL: A telegram from Eastport, in Maine, to the member of Congress from that district, announces a threat by Dominion collectors of customs to seize American boats if they buy herring for canning in the Dominion weirs.

This additional threatened inhibition of trade relates to the *sardine* industry, which consists in canning in the United States very small and young herring, which, I am informed, are caught very closely inshore in weirs, in Canadian waters, by the inhabitants and sold to citizens of the United States.

The occupation is carried on solely by Canadian fishermen, along the coasts of their own country, so that the interference suggested is with their freedom of contract to dispose of property lawfully the result of their own labors, because the sale is to citizens of the United States.

It is important that the facts should be made known plainly.

Yours very sincerely,

T. F. BAYARD.

No. 11.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, June 7, 1886.

SIR: I regret exceedingly to communicate that report is to-day made to me, accompanied by affidavit, of the refusal of the collector of customs at the port of St. Andrews, New Brunswick, to allow the master of the American schooner Annie M. Jordan, of Gloucester, Mass., to enter the said vessel at that port, although properly documented as a fishing vessel with permission to touch and trade at any foreign port or place during her voyage.

The object of such entry was explained by the master to be the purchase and exportation of "certain merchandise" (possibly fresh fish for food, or bait for deep-sea fishing).

The vessel was threatened with seizure by the Canadian authorities, and her owners allege that they have sustained damage from this refusal of commercial rights.

I earnestly protest against this unwarranted withholding of lawful commercial privileges from an American vessel and her owners, and for the loss and damage consequent thereon the Government of Great Britain will be held liable.

I have, &c.,

T. F. BAYARD.

No. 12.

Sir L. West to Mr. Bayard.

WASHINGTON, *June* 8, 1886. [Received June 9.]

SIR: I have the honor to acknowledge the receipt of your note of the 7th instant, protesting against the proceedings taken in the case of the Annie M. Jordan by the Canadian authorities.

I have, &c.,

L. S. SACKVILLE WEST.

No. 13.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, June 14, 1886.

SIR: The consul-general of the United States at Halifax communicated to me the information derived by him from the collector of customs at that port to the effect that American fishing vessels will not be permitted to land fish at that port of entry for transportation in bond across the province.

I have also to inform you that the masters of the four American fishing vessels of Gloucester, Mass., Martha A. Bradley, Rattler, Eliza Boynton, and Pioneer, have severally reported to the consul-general at Halifax that the subcollector of customs at Canso had warned them to keep outside an imaginary line drawn from a point three miles outside Canso Head to a point three miles outside St. Esprit, on the Cape Breton coast, a distance of 40 miles. This line for nearly its entire continuance is distant 12 to 25 miles from the coast.

The same masters also report that they were warned against going inside an imaginary line drawn from a point three miles outside North Cape, on Prince Edward Island, to a point three miles outside of East Point, on the same island, a distance of over 100 miles, and that this last-named line was for nearly that entire distance about 30 miles from the shore.

The same authority informed the masters of the vessels referred to that they would not be permitted to enter Bay Chaleur.

Such warnings are, as you must be well aware, wholly unwarranted pretensions of extraterritorial authority and usurpations of jurisdiction by the provincial officials.

It becomes my duty, in bringing this information to your notice, to request that if any such orders for interference with the unquestionable rights of the American fishermen to pursue their business without molestation at any point not within three marine miles of the shores, and within the defined limits as to which renunciation of the liberty to fish was expressed in the treaty of 1818, may have been issued, the same may at once be revoked as violative of the rights of citizens of the United States under convention with Great Britain.

I will ask you to bring this subject to the immediate attention of Her Britannic Majesty's Government, to the end that proper remedial orders may be forthwith issued.

It seems most unfortunate and regretable that questions which have been long since settled between the United States and Great Britain should now be sought to be revived.

I have, &c.,

T. F. BAYARD.

No. 14.

Sir L. West to Mr. Bayard.

WASHINGTON, *June* 15, 1886. [Received June 16.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, bringing to my notice certain alleged warnings given

by the Canadian authorities to American fishing vessels, and to inform you that I have brought the matter to the notice of Her Majesty's Government.

I have, &c.

L. S. SACKVILLE WEST.

No. 15.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
Washington, June 18, 1886. [Received June 19.]

Sir Lionel West presents his compliments to Mr. Bayard, and has the honor to transmit to him herewith the accompanying acts, which have been forwarded to him, at the request of Sir John McDonald, by the deputy minister of marine and fisheries, for his information.

[Inclosure No. 1.]

CAP. XIV.

AN ACT relating to the fisheries, and for the prevention of illicit trade in Prince Edward's Island, and the coasts and harbors thereof.

Whereas by the convention made between his late Majesty King George the Third and the United States of America, signed at London, on the twentieth day of October, in the year of our Lord one thousand eight hundred and eighteen, and the statute made and passed in the Parliament of Great Britain, in the fifty-ninth year of the reign of his late Majesty King George the Third, all foreign ships, vessels, or boats, or any ship, vessel, or boat, other than such as shall be navigated according to the laws of the United Kingdom of Great Britain and Ireland, found fishing, or to have been fishing, or preparing to fish, within certain distances of any coasts, bays, creeks, or harbors whatever, in any part of His Majesty's dominions in America, not included within the limits specified in the first article of the said convention, are liable to seizure; and whereas the United States did, by the said convention, renounce forever any liberty enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of His Britannic Majesty's dominions in America, not included within the above-mentioned limits: *Provided, however,* That the American fishermen should be admitted to enter such bays or harbors for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purposes whatever, but under such restrictions as might be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges thereby reserved to them; and whereas no rules or regulations have been made for such purpose, and the interests of the inhabitants of this island are materially impaired; and whereas the said act does not designate the persons who are to make such seizure as aforesaid, and it frequently happens that persons found within the distances of the coasts aforesaid, infringing the articles of the convention aforesaid, and the enactments of the statute aforesaid, on being taken possession of profess to have come within said limits for the purpose of shelter and repairing damages therein, or to purchase wood and obtain water, by which the law is evaded, and the vessels and cargoes escape confiscation, although the cargoes may be evidently intended to be smuggled into this island, and the fishery carried on contrary to the said convention and statute:

I. *Be it therefore enacted by the lieutenant-governor, council, and assembly,* That from and after the passing of this act, it shall be lawful for the officers of Her Majesty's customs, the officers of imposts and excise, the sheriffs and magistrates throughout this island, and any person holding a commission for that purpose from his excellency the lieutenant-governor, for the time being, to go on board any ship, vessel, or boat within any port, bay, creek, or harbor in this island, and also to go on board any

ship, vessel, or boat hovering within three marine miles of any of the coasts, bays, creeks, or harbors thereof, and in either case freely to stay on board such ship, vessel or boat, as long as she shall remain within such port or distance, and if any such ship, vessel, or boat be bound elsewhere, and shall continue so hovering for the space of twenty-four hours after the master shall have been required to depart, it shall be lawful for any of the above enumerated officers or persons to bring such ship, vessel, or boat into port, and to search and examine her cargo and to examine the master upon oath, touching the cargo and voyage, and if there be any goods on board prohibited to be imported into this island, such ship, vessel, or boat, and the cargo laden on board thereof, shall be forfeited; and if the said ship, vessel, or boat shall be foreign, and not navigated according to the law of Great Britain and Ireland, and shall have been found fishing or preparing to fish, or to have been fishing, within such distance of such coasts, bays, creek, or harbors of this island, such ship, vessel, or boat, and their respective cargoes shall be forfeited, and if the master or person in command thereof shall not truly answer the questions which shall be demanded of him in such examination, he shall forfeit the sum of one hundred pounds.

II. *And be it further enacted*, That all goods, ships, vessels, and boats liable to forfeiture under this act shall, and may be, seized and secured by any such officer of Her Majesty's customs, officer of imposts and excise, sheriffs, magistrates, or other person holding such commission as aforesaid; and every person who shall in any way oppose, molest, or obstruct any officer of the customs, officer of impost and excise, sheriff, magistrate, or other person so commissioned and employed as aforesaid, in the exercise of his office, or shall in any way oppose, molest, or obstruct any person acting in aid or assistance of such officer of customs, officer of imposts and excise, sheriff, magistrate, or other person so commissioned and employed as aforesaid, shall, for every such offense, forfeit the sum of two hundred pounds.

III. *And be it further enacted*, That all goods, ships, vessels, and boats which shall be seized as being liable to forfeiture under this act shall be taken forthwith and delivered into the custody of the collector of customs at the custom-house next to the place where the same was seized, who shall secure and keep the same in such manner as other vessels and goods seized are directed to be secured by the commissioners of Her Majesty's customs.

IV. *And be it further enacted*, That all goods, ships, vessels, boats, or other things which shall have been condemned as forfeited under this act shall, under the direction of the principal officer of the customs or excise, where such seizure shall have been secured, be sold by public auction to the best bidder, and the produce of such sale to be applied as follows, that is to say, the amount chargeable for the custody of said goods, ship, vessel, boat, or any other thing so seized as aforesaid, shall be first deducted and paid, and the residue divided into two equal moieties, one of which shall be paid to the officer or other person or persons legally seizing the same without deduction, and the other moiety to the Government, and paid into the treasury of this island, all costs incurred having been first deducted therefrom: *Provided always*, That it shall be lawful for the lieutenant-governor, in council, to direct that any of such things shall be destroyed, or reserved for the public service.

V. *And be it further enacted*, That all penalties and forfeitures, which may be hereafter incurred under this act, shall and may be prosecuted, sued for, and recovered, in the court of vice-admiralty having jurisdiction in this island.

VI. *And be it further enacted*, That if any goods, or any ship, vessel or boat shall be seized as forfeited under this act, it shall be lawful for the judge or judges of any court having jurisdiction to try and determine such seizures, with the consent of the person seizing the same, to order the delivery thereof, on security, by bond, with two sufficient sureties, to be first approved by such seizing officer or person, to answer double the value of the same in case of condemnation, and such bond shall be taken to the use of Her Majesty, in the name of the collector of the customs, in whose custody the goods, or ship, vessel, or boat may be lodged, and such bond shall be delivered and kept in the custody of such collector; and in case the goods, or ship, vessel, or boat shall be condemned, the value thereof shall be paid into the hands of such collector, who shall cancel such bond, and distribute the money paid in such manner as is above directed.

VII. *And be it further enacted*, That no suit shall be commenced for the recovery of any penalty or forfeiture under this act, except in the name of Her Majesty, and shall be prosecuted by Her Majesty's advocate or attorney general, or in his absence, by the solicitor-general for this island; and if any question shall arise, whether any person is an officer of the customs, excise, sheriff, magistrate, or other person authorized to seize as aforesaid, *viva voce* evidence may be given of such fact, and it shall be deemed legal and sufficient evidence.

VIII. *And be it further enacted*, That if any goods, ship, vessel, or boat shall be seized for any cause or forfeiture under this act, and any dispute shall arise whether the same have been lawfully seized, the proof touching the illegality thereof shall be

on the owner or claimant of such goods, ship, vessel, or boat, and not on the officer or person who shall seize and stop the same.

IX. *And be it further enacted*, That no claim to anything seized under this act, and returned into Her Majesty's court of vice-admiralty for adjudication, shall be admitted, unless such claim be entered in the name of the owner, with his residence and occupation; nor unless oath to the property in such thing be made by the owner, or by his attorney or agent, by whom such claim shall be entered, to the best of his knowledge and belief; and every person making a false oath thereto shall be deemed guilty of a misdemeanor, and shall be liable to the pains and penalties to which persons are liable for a misdemeanor.

X. *And be it further enacted*, That no person shall be admitted to enter a claim to anything seized in pursuance of this act and prosecuted in this island until sufficient security shall have been given in the court where such seizure is prosecuted, in a penalty not exceeding sixty pounds, to answer and pay the costs occasioned by such claim, and in default of giving such security, such things shall be adjudged to be forfeited, and shall be condemned.

XI. *And be it further enacted*, That no writ shall be sued out against nor a copy of any process served upon any officer of the customs, excise, sheriff, magistrate, or other person authorized to seize as aforesaid, for anything done in the exercise of this office until one calendar month after notice, in writing, shall have been delivered to him or left at his usual place of abode by the attorney or agent of the party who intends to sue out such writ or process, in which notice shall be clearly and explicitly contained the cause of action, and the name and place of abode of the person who is to bring such action, and the name and place of abode of the attorney or agent, and no evidence of the cause of such action shall be produced, except of such as shall be contained in such notice, and no verdict shall be given for the plaintiff unless he shall prove on the trial that such notice was given, and, in default of such proof, the defendant shall receive in such action a verdict and costs, or judgment of non-suit shall be awarded against the plaintiff, as the court shall direct.

XII. *And be it further enacted*, That every such action shall be brought within three calendar months after the cause thereof, and shall be laid and tried in Her Majesty's supreme court of judicature for this island, and the defendant may plead the general issue and give the special matter in evidence; and if the plaintiff shall become non-suited, or shall discontinue the action, or, if, upon a verdict of demurrer, judgment shall be given against the plaintiff, the defendant shall receive treble costs, and have such remedy for the same as any defendant can have in other cases where costs are given by law.

XIII. *And be it further enacted*, That in case any information or suit shall be brought to trial, on account of any seizure made under this act, and a verdict shall be found for the claimant thereof, and the judge or court before whom the cause shall have been tried shall certify on the record that there was probable cause of seizure the claimant shall not be entitled to any costs of suit, nor shall the person who made such seizure be liable to any action, indictment, or other suit or prosecution on account of any such seizure; and if any such action, indictment, or other suit or prosecution shall be brought to trial against any person on account of such seizure, wherein a verdict shall be given against the defendant, the plaintiff, besides the thing seized or the value thereof, shall be entitled to no more than twopence damages, nor to any costs of suit, nor shall the defendant in such prosecution be fined more than one shilling.

XIV. *And be it further enacted*, That it shall be lawful for any such officer of the customs, excise, or sheriff, or magistrate, or other person authorized to seize as aforesaid, within one calendar month after such notice, to tender amends to the party complaining, or his agent, and to plead such tender in bar to any action, together with other pleas, and if the jury shall find the amends sufficient they shall give a verdict for the defendant, and in such case, or in case the plaintiff shall become non-suit, or shall discontinue his action, or judgment shall be given for the defendant upon demurrer, then such defendant shall be entitled to the like costs as he would have been entitled to in case he had pleaded the general issue only, provided, always, that it shall be lawful for such defendant, by leave of the court where such action shall be brought, at any time before or after issue joined, to pay money into court, as in other actions.

XV. *And be it further enacted*, That in any such action if the judge or court before whom such action shall be tried shall certify upon the record that the defendant or defendants in such action acted upon probable cause, then the plaintiff in such action shall not be entitled to more than two pence damages nor to any costs of suit.

XVI. *And be it further enacted*, That all actions or suits for the recovery of any of the penalties or forfeitures imposed by this act may be commenced or prosecuted at any time within three years after the offence was committed, by reason whereof such penalties or forfeitures shall be incurred, any law, usage, or custom to the contrary notwithstanding.

XVII. *And be it further enacted*, That no appeal shall be prosecuted from any decree or sentence of any of Her Majesty's courts in this island touching any penalty or forfeiture imposed by this act unless the inhibition shall be applied for and decreed within twelve months from the time when such decree or sentence was pronounced.

XVIII. *And be it further enacted*, That this act shall not go into force or be of any effect until Her Majesty's assent shall be signified thereto and an order made by Her Majesty in council that the clauses and provisions in this act shall be rules, regulations, and restrictions respecting the fisheries on the coasts, bays, creeks, or harbors of the island of Prince Edward.

*** This act received the royal allowance on the 3d of September, 1844, and an order was on the same day made by Her Majesty in council declaring that its clauses and provisions should be the rules, regulations, and restrictions respecting the fisheries on the coasts, bays, creeks, or harbors of the island of Prince Edward; and notification of said royal assent and of the said order was published in the Royal Gazette, a newspaper of this island, on the 8th day of October, 1884.

---

31 Victoria, Chap. 61.

AN ACT respecting fishing by foreign vessels. Assented to 22d May, 1868.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. The governor may, from time to time, grant to any foreign ship, vessel, or boat, or to any ship, vessel, or boat not navigated according to the laws of the United Kingdom, or of Canada, at such rate, and for such period not exceeding one year, as he may deem expedient, a license to fish for or take, dry or cure any fish of any kind whatever, in British waters, within three marine miles of any of the coasts, bays, creeks, or harbors whatever, of Canada, not included within the limits specified and described in the first article of the convention between his late Majesty King George the Third and the United States of America, made and signed at London on the 20th day of October, 1818.

2. Any commissioned officer of Her Majesty's navy serving on board of any vessel of Her Majesty's navy cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's navy, fishery officer, or stipendiary magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries, or any officer of the customs of Canada, sheriff, magistrate, or other person duly commissioned for that purpose, may go on board of any ship, vessel, or boat within any harbor in Canada or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors in Canada, and stay on board so long as she may remain within such place or distance.

3. If such ship, vessel, or boat be bound elsewhere, and shall continue within such harbor or so hovering for 24 hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel, or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit $400; and if such ship, vessel, or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel, or boat under the first section of this act, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited.

4. All goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo liable to forfeiture under this act may be seized and secured by any officers or persons mentioned in the second section of this act; and every person opposing any officer or person in execution of his duty under this act, or aiding or abetting any other person in any opposition, shall forfeit $800, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years.

5. Goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo seized as liable to forfeiture under this act, shall be forthwith delivered into the custody of the collector or other principal officer of the customs at the port nearest to the place where seized, to be secured and kept as other goods,

ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo seized are directed by the laws in force in the province in which such port is situate, to be secured and kept, or into such other custody and keeping as the governor in council, or a court of vice-admiralty shall order.

6. All goods, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo, condemned as forfeited under this act, shall, by direction of the collector or other principal officer of the customs at the port where the seizure has been secured, be sold at public auction, and the proceeds of such sale shall be applied as follows: The amount chargeable for the custody of the property seized shall first be deducted and paid over for that service; one-half of the remainder shall be paid without deduction, to the officer or person seizing the same, and the other half, after first deducting therefrom all costs incurred, shall be paid to the receiver-general of Canada, through the department of marine and fisheries; but the governor in council may, nevertheless, direct that any ship, vessel, boat, or goods, and the tackle, rigging, apparel, furniture, stores, and cargo seized and forfeited, shall be destroyed or be reserved for the public service.

7. Any penalty or forfeiture under this act may be prosecuted and recovered in any court or vice-admiralty within Canada.

8. The judge of the court of vice-admiralty may, with the consent of the person seizing any goods, ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo, as forfeited under this act, order the redelivery thereof, on security by bond to be given by the party, with two sureties, to the use of Her Majesty, and in case any goods, ship, vessel, or boat, or the tackle, rigging, apparel, furniture, stores, and cargo so redelivered is condemned as forfeited, the value thereof shall be paid into court, and distributed as above directed.

9. Her Majesty's attorney-general for Canada may sue for and recover in Her Majesty's name any penalty or forfeiture incurred under this act.

10. In case a dispute arises as to whether any seizure has or has not been legally made, or as to whether the person seizing was or was not authorized to seize under this act, oral evidence may be heard thereupon, and the burden of proving the illegality of the seizure shall be upon the owner or claimant.

11. No claim to anything seized under this act and returned into any court of vice-admiralty for adjudication shall be admitted unless the claim be entered under oath, with the name of the owner, his residence and occupation, and the description of the property claimed, which oath shall be made by the owner, his attorney, or agent, and to the best of his knowledge and belief.

12. No person shall enter a claim to anything seized under this act until security has been given in a penalty not exceeding two hundred and forty dollars to answer and pay costs occasioned by such claim, and in default of security the things seized shall be adjudged forfeited, and shall be condemned.

13. No writ shall be sued out against any officer or other person authorized to seize under this act for anything done under this act, until one month after notice in writing delivered to him or left at his usual place of abode by the person intending to sue out such writ, his attorney or agent; in which notice shall be contained the cause of action, the name and place of abode of the person who is to bring the action, and of his attorney or agent, and no evidence of any cause of action shall be produced except such as shall be contained in such notice.

14. Every such action shall be brought within three months after the cause thereof has arisen.

15. If on any information or suit brought to trial under this act on account of any seizure, judgment shall be given for the claimant, and the judge or court shall certify on the record that there was probable cause of seizure, the claimant shall not recover costs, nor shall the person who made the seizures be liable to any indictment or suit on account thereof; and if any suit or prosecution be brought against any person on account of any seizure under this act, and judgment be given against him, and the court or judge shall certify that there was probable cause for the seizure, then the plaintiff, besides the thing seized or its value, shall not recover more than three and a half cents damages, nor any costs of suit, nor shall the defendant be fined more than twenty cents.

16. Any officer or person who has made a seizure under this act may, within one month after notice of action received, tender amends to the party complaining, or to his attorney or agent, and may plead such tender.

17. All actions for the recovery of penalties or forfeitures imposed by this act must be commenced within three years after the offense committed.

18. No appeal shall be prosecuted from any decree, or sentence of any court touching any penalty or forfeiture imposed by this act, unless the inhibition be applied for and decreed within twelve months from the decree or sentence being pronounced.

19. In cases of seizure under this act, the governor in council may, by order, direct a stay of proceedings; and in cases of condemnation may relieve from the penalty in whole or in part, and on such terms as may be deemed right.

20. The several provisions of this act shall apply to any foreign ship, vessel, or boat in or upon the inland waters of Canada; and the provisions hereinbefore contained in respect to any proceedings in a court of vice-admiralty shall, in the case of any foreign ship, vessel, or boat, in or upon the inland waters of Canada, apply to, and any penalty or forfeiture in respect thereof shall be prosecuted and recovered in one of the superior courts of the province within which such cause of prosecution may arise.

21. Neither the ninety-fourth chapter of the Revised Statutes of Nova Scotia (third series), "Of the coast and deep-sea fisheries," nor the act of the legislature of the Province of Nova Scotia, passed in the twenty-ninth year of Her Majesty's reign, chapter thirty-five amending the same, nor the act of the legislature of the province of New Brunswick passed in the sixteenth year of Her Majesty's reign, chapter sixty-nine, entitled "An act relating to the coast fisheries and for the prevention of illicit trade," shall apply to any case to which this act applies; and so much of the said chapter and of each of the said acts as makes provision for cases provided for by this act, is hereby declared to be inapplicable to such cases.

---

33 VICTORIA, CHAP. 15.

AN ACT to amend the act respecting fishing by foreign vessels. Assented to 12th May, 1870.

Whereas it is expedient, for the more effectual protection of the in-shore fisheries of Canada against intrusion by foreigners, to amend the act entitled "An act respecting fishing by foreign vessels," passed in the thirty-first year of Her Majesty's reign: Therefore, Her Majesty by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. The third section of the above cited act shall be, and is hereby repealed, and the following section is enacted in its stead:

3. "Any one of such officers or persons as are above-mentioned may bring **any** ship, vessel, or boat being within any harbor in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors in Canada, into port, and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master, or person in command, shall not truly answer the questions put to him in such examination, he shall forfeit $400; and if such ship, vessel, or boat be foreign, or not navigated according to the laws of the United Kingdom, or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel, or boat, under the first section of this act, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited."

2. This act shall be construed as one with the said act "respecting fishing by foreign vessels."

---

34 VICTORIA, CHAP. 23.

AN ACT further to amend the act respecting fishing by foreign vessels. Assented to April 14, 1871.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. The fifth section of the act respecting fishing by foreign vessels, passed in the thirty-first year of Her Majesty's reign, chapter sixty-one, is hereby repealed, and the following section is hereby enacted in its stead:

"5. Goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo seized as liable to forfeiture under this act shall be forthwith delivered into the custody of such fishery officer, or customs officer, or other person as the minister of marine and fisheries may from time to time direct, or retained by the officer making the seizure in his own custody, if so directed by the minister, in either case to be secured and kept as other goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo seized are directed by the laws in force in the province in which the seizure is made, to be secured and kept."

2. The sixth section of the said act is hereby repealed, and the following section is hereby enacted in its stead:

"6. All goods, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo condemned as forfeited under this act, shall be sold by public auction, by direction of the officer having the custody thereof, under the provisions of the next preceding section of this act, and under regulations to be from time to time made by the gover ior in council; and the proceeds of every such sale shall be subject to the control of the minister of marine and fisheries, who shall first pay therefrom all nec-

essary costs and expenses of custody and sale, and the governor in council may from time to time apportion three-fourths or less of the net remainder among the officers and crew of any Queen's ship or Canadian Government vessel, from on board of which the seizure was made, as he may think right, reserving for the Government and paying over to the receiver-general at least one-fourth of such net remainder to form part of the consolidated revenue fund of Canada; but the governor in council may, nevertheless, direct that any goods, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo, seized and forfeited, shall be destroyed, or be reserved for the public service."

3. This act shall be construed as one with the act hereby amended; and the sixth section of the said act, as contained in the second section of this act, shall apply to all goods, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo, condemned under the said act before the passing of this act, and to the proceeds of the sale thereof, remaining to be applied and paid at the time of the passing of this act.

---

46 VICTORIA, CHAP. 27.

AN ACT to extend to British Columbia the act relating to fishing by foreign vessels. Assented to 25th May, 1883.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. The act thirty-first Victoria, chapter sixty-one, intituled "An act respecting fishing by foreign vessels," is hereby extended to the Province of British Columbia.

No. 16.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, July 2, 1886.

SIR: It is my unpleasant duty promptly to communicate to you the telegraphic report to me by the United States consul-general at Halifax, that the schooner City Point, of Portland, Me., arrived at the port of Shelburne, Nova Scotia, landed two men, obtained water, and is detained by the authorities until further instructions are received from Ottawa.

The case as thus reported is an infringement on the ordinary rights of international hospitality, and constitutes a violation of treaty stipulations and commercial privileges, evincing such unfriendliness to the citizens of the United States as is greatly to be deplored, and which I hold it to be the responsible duty of the Government of Great Britain promptly to correct.

I have, &c.,

T. F. BAYARD.

No. 17.

Sir L. West to Mr. Bayard.

WASHINGTON, *July* 3, 1886. [Received July 6.]

SIR: I have the honor to acknowledge the receipt of your note of the 2d, reporting the detention of the American schooner City Point, of Portland, Me., by the authorities of Shelburne, Nova Scotia.

I have, &c.,

L. S. SACKVILLE WEST.

No. 18.

Sir L. West to Mr. Bayard.

WASHINGTON, *July* 3, 1886. [Received July 6.]

SIR: With reference to your note of the 29th of May, I have the honor to inform you that I am instructed by the Earl of Rosebery to state that the matters therein referred to will receive the careful attention of Her Majesty's Government after the necessary communication with the Dominion Government.

I have, &c.,

L. S. SACKVILLE WEST.

No. 19.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, July 10, 1886.

SIR: On the 2d of June last I had the honor to inform you that dispatches from Eastport in Maine had been received, reporting threats by the customs officials of the Dominion to seize American boats coming into those waters to purchase herring from the Canadian weirs for the purpose of canning the same as sardines, which would be a manifest infraction of the right of purchase and sale of herring caught and sold by Canadians in their own waters—in the pursuance of legitimate trade.

To this note I have not had the honor of a reply.

To-day Mr. C. A. Boutelle, M. C. from Maine, informs me that American boats visiting St. Andrews, New Brunswick, for the purpose of there purchasing herring from the Canadian weirs, for canning, had been driven away by the Dominion cruiser Middleton.

Such inhibition of usual and legitimate commercial contracts and intercourse is assuredly without warrant of law, and I draw your attention to it in order that the commercial rights of citizens of the United States may not be thus invaded and subjected to unfriendly discrimination.

I have, &c.,

T. F. BAYARD.

No. 20.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, July 10, 1886.

SIR: I have the honor to inform you that I am in receipt of a report from the consul-general of the United States at Halifax, accompanied by sworn testimony stating that the Novelty, a duly registered merchant steam-vessel of the United States, has been denied the right to take in steam-coal, or purchase ice, or transship fish in bond to the United States, at Pictou, Nova Scotia.

It appears that, having reached that port on the 1st instant and finding the customs office closed on account of a holiday, the master of the Novelty telegraphed to the minister of marine and fisheries at Ottawa, asking if he would be permitted to do any of the three things mentioned above; that he received, in reply, a telegram reciting with certain inaccurate and extended application the language of Article I of the treaty of 1818, the limitations upon the significance of which are in pending discussion between the Government of the United States and that of Her Britannic Majesty; that on entering and clearing the Novelty on the following day at the custom-house, the collector stated that his instructions were contained in the telegram the master had received; and that, the privilege of coaling being denied, the Novelty was compelled to leave Pictou without being allowed to obtain fuel necessary for her lawful voyage on a dangerous coast.

Against this treatment I make instant and formal protest as an unwarranted interpretation and application of the treaty by the officers of the Dominion of Canada and the Province of Nova Scotia, as an infraction of the laws of commercial and maritime intercourse existing between the two countries, and as a violation of hospitality, and for any loss or injury resulting therefrom the Government of Her Britannic Majesty will be held liable.

I have, &c.,

T. F. BAYARD.

No. 21.

Mr. Hardinge to Mr. Bayard.

BRITISH LEGATION,
Washington, July 12, 1886. [Received July 13.]

SIR: I have the honor to acknowledge the receipt of your letter to Sir Lionel West, of the 10th instant, protesting against the interference of the Dominion cruiser Middleton in preventing American boats from visiting St. Andrews, New Brunswick, for the purpose of there purchasing herring from the Canadian weirs for canning, and I have the honor to state that I will not fail to acquaint Her Majesty's Government with your views on this subject.

I have, &c.,

CHARLES HARDINGE.

No. 22.

Mr. Hardinge to Mr. Bayard.

BRITISH LEGATION,
Washington, July 12, 1886. [Received July 13.]

SIR: I have the honor to acknowledge the receipt of your note to Sir L. West of the 10th instant, protesting against the proceedings of the Canadian authorities at Pictou, Nova Scotia, in denying to the steam-vessel Novelty, of the United States, the right to take in steam-coal, purchase ice, or transship fish in bond to the United States.

I have, &c.,

CHARLES HARDINGE.

No. 23.

Mr. Bayard to Mr. Hardinge.

DEPARTMENT OF STATE,
Washington, July 16, 1886.

SIR: I have just received through the honorable C. A. Boutelle, M. C., the affidavit of Stephen R. Balkam, alleging his expulsion from the harbor of St. Andrews, New Brunswick, by Captain Kent, of the Dominion cruiser Middleton, and the refusal to permit him to purchase fish caught and sold by Canadians, for the purpose of canning as sardines.

The action of Captain Kent seems to be a gross violation of ordinary commercial privileges against an American citizen proposing to transact his customary and lawful trade and not prepared or intending in any way to fish or violate any local law or regulation or treaty stipulation.

I trust instant instructions to prevent the recurrence of such unfriendly and unlawful treatment of American citizens may be given to the offending officials at St. Andrews, and reparation be made to Mr. Balkam.

I have, &c.,

T. F. BAYARD.

No. 24.

Mr. Hardinge to Mr. Bayard.

BRITISH LEGATION,
Washington, July 17, 1886. [Received July 19.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, protesting against the action of Captain Kent, of the Dominion cruiser General Middleton, in expelling Stephen R. Balkam from the harbor of St. Andrews, New Brunswick, and in refusing to permit him to purchase fish, caught and sold by Canadians, for the purpose of canning as sardines.

I have, &c.,

CHARLES HARDINGE.

No. 25.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, July 30, 1886.

SIR: It is my duty to draw your attention to an infraction of the stipulations of the treaty between the United States of America and Great Britain, concluded October 20, 1818.

By the provisions of Article I of that convention the liberty to take fish of every kind, forever, in common with the subjects of His Britannic Majesty is secured to the inhabitants of the United States "on that part of the southern coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the western and northern coast of New-

foundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands," and on the other coasts and shores in the said article set forth.

Notwithstanding these plain provisions, I regret to be obliged to inform you that by the affidavit of the master of the American fishing vessel Thomas F. Bayard, that being at Bonne Bay, which is on the western coast of Newfoundland within the limits specified in Article I of the convention referred to, the master of the said vessel was formally notified by one N. N. Taylor, the officer of customs at that point, that his vessel would be seized if he attempted to obtain a supply of fish for bait or for any other transaction in connection with fishing operations within three marine miles of that coast.

To avoid the seizure of his vessel the master broke up his voyage and returned home.

I am also in possession of the affidavit of Alexander T. Eachern, master of the American fishing schooner Mascot, who entered Port Amherst, Magdalen Islands, and was there threatened by the customs official with seizure of his vessel if he attempted to obtain bait for fishing or to take a pilot.

These are flagrant violations of treaty rights of their citizens for which the United States expect prompt remedial action by Her Majesty's Government; and I have to ask that such instructions may be issued forthwith to the provincial officials of Newfoundland and of the Magdalen Islands as will cause the treaty rights of citizens of the United States to be duly respected.

For the losses occasioned in the two cases I have mentioned, compensation will hereafter be expected from Her Majesty's Government when the amount shall have been accurately ascertained.

I have, &c.,

T. F. BAYARD.

No. 26.

Mr. Hardinge to Mr. Bayard.

BRITISH LEGATION,
Washington, July 31, 1886. [Received August 2.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, drawing my attention to an alleged infraction of the stipulations of the treaty of October 20, 1818, by the Newfoundland authorities at Bonne Bay, in threatening the master of the American fishing vessel Thomas F. Bayard with seizure of his ship in case of his attempting to obtain fish for bait or for any other transaction in connection with fishing operations within three marine miles of that coast; also, to the case of the United States fishing schooner Mascot, at Port Amherst, Magdalen Islands.

I have, &c.,

CHARLES HARDINGE.

No. 27.

Mr. Hardinge to Mr. Bayard.

BRITISH LEGATION,
Washington, August 2, 1886. [Received August 3.]

SIR: With reference to the several communications received by Her Majesty's legation referring to the action of the Canadian authorities in connection with the present position of the North American fisheries question, I have the honor to forward to you herewith, in compliance with instructions which I have received from the Earl of Rosebery, printed copies of three dispatches and their inclosures addressed by his lordship to Her Majesty's minister on the 23d ultimo, stating the views of Her Majesty's Government, in reply to your notes to Sir L. West of the 10th, 20th, 29th May, and 14th June.

I have, &c.,

CHARLES HARDINGE.

[Inclosure No. 1, with Mr. Hardinge's note of August 2, 1886.]

The Earl of Rosebery to Sir L. West.

FOREIGN OFFICE, *July* 23, 1886.

SIR: I have received your dispatch No. 28 (treaty), of the 11th of May last, inclosing a copy of a note addressed to you by Mr. Bayard, in which, whilst expressly referring to the seizure by the Canadian authorities of the American fishing vessels Joseph Story and David J. Adams, he discusses at length the present position of the North American fisheries question.

I have also received a communication upon the same subject from the United States minister at this court, dated the 2d June last, which, although advancing arguments of a somewhat different character, is substantially addressed to the consideration of the same question.

I think it therefore desirable to reply to these two communications together in the present dispatch, of which I shall hand a copy to Mr. Phelps.

The matter is one involving the gravest interests of Canada; and, upon receipt of the communications above mentioned, I lost no time in requesting the secretary of state for the colonies to obtain from the Government of the Dominion an expression of their views thereon. I now inclose a copy of an approved report of the Canadian privy council, in which the case of Canada is so fully set forth that I think it would be desirable, as a preliminary step to the further discussion of the questions involved in this controversy, to communicate a copy of it to Mr. Bayard, as representing the views of the Dominion Government; and I have to request that, in so doing, you will state that Her Majesty's Government will be glad to be favored with any observations which Mr. Bayard may desire to make thereon.

In regard to those portions of Mr. Phelps's note of the 2d June, in which he calls in question the competence of the Canadian authorities under existing statutes, whether imperial or colonial, to effect seizures of United States fishing vessels under circumstances such as those which appear to have led to the capture of the David J. Adams, I have to observe that Her Majesty's Government do not feel themselves at present in a position to discuss that question, which is now occupying the attention of the courts of law in the Dominion, and which may possibly form the subject of an appeal to the judicial committee of Her Majesty's privy council in England.

It is believed that the courts in Canada will deliver judgment in the above cases very shortly; and until the legal proceedings now pending have been brought to a conclusion, Her Majesty's Government do not feel justified in expressing an opinion upon them, either as to the facts or the legality of the action taken by the colonial authorities.

I do not, therefore, conceive it to be at present necessary to make any specific reply to Mr. Bayard's further notes of the 11th and 12th May and 1st, 2d, and 7th June last. But with regard to his note of the 20th May, relative to the seizure of the United States fishing vessel Jennie and Julia, I inclose for communication to Mr. Bayard a copy of a report from the Canadian minister of marine and fisheries dealing with this case.

I cannot, however, close this dispatch without adding that Her Majesty's Government entirely concur in that passage of the report of the Canadian privy council, in which it is observed that "if the provisions of the convention of 1818 have become inconvient to either contracting party, the utmost that good-will and fair dealing can suggest is that the terms shall be reconsidered."

It is assuredly from no fault on the part of Her Majesty's Government that the question has now been relegated to the terms of the convention of 1818. They have not ceased to express their anxiety to commence negotiations, and they are now prepared to enter upon a frank and friendly consideration of the whole question with the most earnest desire to arrive at a settlement consonant alike with the rights and interests of Canada and of the United States.

Where, as in the present case, conflicting interests are brought into antagonism by treaty stipulations the strict interpretation of which has scarcely been called in question, the matter appears to Her Majesty's Government to be pre-eminently one for friendly negotiation.

I am, &c.

[Inclosure 1 in No. 1.]

Report of a committee of the honorable the privy council for Canada, approved by his excellency the governor-general on the 14th June, 1886.

The committee of the privy council have had under consideration a report from the minister of marine and fisheries upon the communications dated 10th and 20th May last from the Hon. Mr. Bayard, Secretary of State of the United States, to Her Majesty's minister at Washington, in reference to the seizure of the American fishing-vessel David J. Adams.

The committee concur in the annexed report, and they advise that your excellency be moved to transmit a copy thereof to the Right Hon. the Secretary of State for the Colonies.

All of which is respectfully submitted for your excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council, Canada.

The undersigned having had his attention called by your excellency to a communication from Mr. Bayard, Secretary of State of the United States, dated the 10th May, and addressed to Her Majesty's minister at Washington, and to a further communication from Mr. Bayard, dated the 20th May instant, in reference to the seizure of the American fishing vessel David J. Adams, begs leave to submit the following observations thereon:

Your excellency's Government fully appreciates and reciprocates Mr. Bayard's desire that the administration of the laws regulating the commercial interests and the mercantile marine of the two countries might be such as to promote good feeling and mutual advantage.

Canada has given many indisputable proofs of an earnest desire to cultivate and extend her commercial relations with the United States, and it may not be without advantage to recapitulate some of those proofs.

For many years before 1854 the maritime provinces of British North America had complained to Her Majesty's Government of the continuous invasion of their inshore fisheries (sometimes accompanied, it was alleged, with violence) by American fishermen and fishing vessels.

Much irritation naturally ensued, and it was felt to be expedient by both Governments to put an end to this unseemly state of things by treaty, and at the same time to arrange for enlarged trade relations between the United States and the British North American colonies. The reciprocity treaty of 1854 was the result, by which were not only our inshore fisheries opened to the Americans, but provision was made for the free interchange of the principal natural products of both countries, including those of the sea. Peace was preserved on our waters, and the volume of international trade steadily increased during the existence of this treaty, and until it was terminated in 1866, not by Great Britain, but by the United States.

In the following year Canada (then become a dominion and united to Nova Scotia and New Brunswick) was thrown back on the convention of 1818, and obliged to fit out a marine police to enforce the laws and defend her rights, still desiring, however, to cultivate friendly relations with her great neighbor, and not too suddenly to deprive the American fishermen of their accustomed fishing grounds and means of livelihood. She readily acquiesced in the proposal of Her Majesty's Government for the tempo-

rary issue of annual licenses to fish on payment of a moderate fee. Your excellency is aware of the failure of that scheme. A few licenses were issued at first, but the applications for them soon ceased, and the American fishermen persisted in forcing themselves into our waters "without leave or license."

Then came the recurrence, in an aggravated form, of all the troubles which had occurred anterior to the reciprocity treaty. There were invasions of our waters, personal conflicts between our fishermen and American crews, the destruction of nets, the seizure and condemnation of vessels, and intense consequent irritation on both sides.

This was happily put an end to by the Washington treaty of 1871. In the interval between the termination of the first treaty and the ratification of that by which it was eventually replaced, Canada on several occasions pressed, without success, through the British minister at Washington, for a renewal of the reciprocity treaty or for the negotiation of another on a still wider basis.

When in 1874 Sir Edward Thornton, then British minister at Washington, and the late Hon. George Brown, of Toronto, were appointed joint plenipotentiaries for the purpose of negotiating and concluding a treaty relating to fisheries, commerce, and navigation, a provisional treaty was arranged by them with the United States Government, but the Senate decided that it was not expedient to ratify it, and the negotiation fell to the ground.

The treaty of Washington, while it failed to restore the provisions of the treaty of 1854, for reciprocal free trade (except in fish), at least kept the peace, and there was tranquillity along our shores until July, 1885, when it was terminated again by the United States Government and not by Great Britain.

With a desire to show that she wished to be a good neighbor, and in order to prevent loss and disappointment on the part of the United States fishermen by their sudden exclusion from her waters in the middle of the fishing season, Canada continued to allow them, for six months, all the advantages which the rescinded fishery clauses had previously given them, although her people received from the United States none of the corresponding advantages which the treaty of 1871 had declared to be an equivalent for the benefits secured thereby to the American fishermen.

The President, in return for this courtesy, promised to recommend to Congress the appointment of a joint commission of the two Governments of the United Kingdom and the United States to consider the fishery question, with permission also to consider the whole state of trade relations between the United States and Canada.

This promise was fulfilled by the President, but the Senate rejected his recommendation and refused to sanction the commission.

Under these circumstances Canada, having exhausted every effort to procure an amicable arrangement, has been driven again to fall back upon the convention of 1818, the provisions of which she is now enforcing and will enforce, in no punitive or hostile spirit as Mr. Bayard supposes, but solely in protection of her fisheries, and in vindication of the right secured to her by treaty.

Mr. Bayard suggests that "the treaty of 1818 was between two nations—the United States of America and Great Britain—who, as the contracting parties, can alone apply authoritative interpretation thereto, and enforce its provisions by appropriate legislation."

As it may be inferred from this statement that the right of the Parliament of Canada to make enactments for the protection of the fisheries of the Dominion, and the power of the Canadian officers to protect those fisheries, are questioned, it may be well to state at the outset the grounds upon which it is conceived by the undersigned that the jurisdiction in question is clear beyond a doubt.

1. In the first place the undersigned would ask it to be remembered that the extent of the jurisdiction of the Parliament of Canada is not limited (nor was that of the Provinces before the union) to the sea-coast, but extends for three marine miles from the shore as to all matters over which any legislative authority can in any country be exercised within that space. The legislation which has been adopted on this subject by the Parliament of Canada (and previously to confederation by the Provinces) does not reach beyond that limit. It may be assumed that, in the absence of any treaty stipulation to the contrary, this right is so well recognized and established by both British and American law, that the grounds on which it is supported need not be stated here at large. The undersigned will merely add, therefore, to this statement of the position, that so far from the right being limited by the convention of 1818 that convention expressly recognizes it.

After renouncing the liberty to "take, cure, or dry fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of His Majesty's dominions in America," there is a stipulation that while American fishing vessels shall be admitted to enter such bays, &c., "for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, they shall be under such restrictions as may be necessary to prevent their taking, curing, or drying fish therein, or in any other manner whatever abusing the privileges reserved to them."

2. Appropriate legislation on this subject was, in the first instance, adopted by the Parliament of the United Kingdom. The imperial statute 59 Geo. III, cap. 38, was enacted in the year following the convention, in order to give that convention force and effect. That statute declared that, except for the purposes before specified, it should "not be lawful for any person or persons, not being a natural-born subject of His Majesty, in any foreign ship, vessel, or boat, nor for any person in any ship, vessel, or boat, other than such as shall be navigated according to the laws of the United Kingdom of Great Britain and Ireland, to fish for, or to take, dry, or cure any fish of any kind whatever within three marine miles of any coasts, bays, creeks, or harbors whatever, in any part of His Majesty's dominions in America, not included within the limits specified and described in the first article of the said convention, and that if such foreign ship, vessel, or boat, or any person or persons on board thereof shall be found fishing, or to have been fishing, or preparing to fish within such distance of such coasts, bays, creeks, or harbors within such parts of His Majesty's dominions in America, out of the said limits as aforesaid, all such ships, vessels, and boats, together with their cargoes, and all guns, ammunition, tackle, apparel, furniture, and stores, shall be forfeited, and shall and may be seized, taken, sued for, prosecuted, recovered, and condemned by such and the like ways, means, and methods, and in the same courts as ships, vessels, or boats may be forfeited, seized, prosecuted, and condemned for any offense against any laws relating to the revenue of customs, or the laws of trade and navigation, under any act or acts of the Parliament of Great Britain or the United Kingdom of Great Britain and Ireland, provided that nothing contained in this act shall apply or be construed to apply to the ships or subjects of any prince, power, or state in amity with His Majesty who are entitled by treaty with His Majesty to any privileges of taking, drying, or curing fish on the coasts, bays, creeks, or harbors or within the limits in this act described. Provided always, that it shall and may be lawful for any fishermen of the said United States to enter into any such bays or harbors of His Britannic Majesty's dominions in America as are last mentioned, for the purpose of shelter and repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever, subject nevertheless to such restrictions as may be necessary to prevent such fishermen of the said United States from taking, drying, or curing fish in the said bays or harbors, or in any other manner whatever, abusing the said privileges by the said treaty and this act reserved to them, and as shall, for that purpose, be imposed by any order or orders to be from time to time made by His Majesty in council under the authority of this act, and by any regulations which shall be issued by the governor or person exercising the office of governor in any such parts of His Majesty's dominions in America, under or in pursuance of any such order in council as aforesaid. And that if any person or persons upon requisition made by the governor of Newfoundland, or the person exercising the office of governor, or by any governor in person exercising the office of governor in any other parts of His Majesty's dominions in America, as aforesaid, or by any officer or officers acting under such governor or person exercising the office of governor, in the execution of any orders or instructions from His Majesty in council, shall refuse to depart from such bays or harbors, or if any person or persons shall refuse, or neglect, to conform to any regulations or directions which shall be made or given for the execution of any of the purposes of this act, every such person so refusing or otherwise offending against this act shall forfeit the sum of two hundred pounds, to be recovered in the superior court of judicature of the island of Newfoundland, or in the superior court of judicature of the colony or settlement within or near to which such offense shall be committed, or by bill, plaint, or information in any of His Majesty's courts of record at Westminster, one moiety of such penalty to belong to His Majesty, his heirs, and successors, and the other moiety to such person or persons as shall sue or prosecute for the same."

The acts passed by the Provinces now forming Canada, and also by the Parliament of Canada (now noted in the margin)* are to the same effect, and may be said to be merely declaratory of the law as established by the imperial statute.

3. The authority of the legislatures of the Provinces, and, after confederation, the authority of the Parliament of Canada, to make enactments to enforce the provisions of the convention, as well as the authority of Canadian officers to enforce those acts, rests on well-known constitutional principles.

Those legislatures existed, and the Parliament of Canada now exists, by the authority of the Parliament of the United Kingdom of Great Britain and Ireland, which is one of the nations referred to by Mr. Bayard as the "contracting parties." The colonial statutes have received the sanction of the British sovereign, who, and not the nation, is actually the party with whom the United States made the convention. The officers who are engaged in enforcing the acts of Canada or the laws of the Empire, are Her Majesty's officers, whether their authority emanates directly from the

*Dominion acts, 31 Vict., cap. 6; 33 Vict., cap. 16; now incorporated in Revised Statutes of 1886 cap. 90. Nova Scotia acts, Revised Statutes, 3d series, cap. 94, 29 Vict (1866), cap. 35. New Brunswick acts, 16 Vict. (1853), cap. 69. Prince Edward Island acts, 6 Vict. (1843), cap. 14.

Queen, or from her representative, the governor-general. The jurisdiction thus exercised cannot, therefore, be properly described in the language used by Mr. Bayard as a supposed and therefore questionable delegation of jurisdiction by the Imperial Government of Great Britain. Her Majesty governs in Canada as well as in Great Britain; the officers of Canada are her officers; the statutes of Canada are her statutes, passed on the advice of her Parliament sitting in Canada.

It is, therefore, an error to conceive that because the United States and Great Britain were, in the first instance, the contracting parties to the treaty of 1818, no question arising under that treaty can be "responsibly dealt with," either by the Parliament or by the authorities of the Dominion.

The raising of this objection now is the more remarkable, as the Government of the United States has long been aware of the necessity of reference to the colonial legislatures in matters affecting their interests.

The treaties of 1854 and 1871 expressly provide that, so far as they concerned the fisheries or trade relations with the provinces, they should be subject to ratification by their several legislatures; and seizures of American vessels and goods, followed by condemnation for breach of the provincial customs laws, have been made for forty years without protest or objection on the part of the United States Government.

The undersigned, with regard to this contention of Mr. Bayard, has further to observe that in the proceedings which have recently been taken for the protection of the fisheries, no attempt has been made to put any special or novel interpretation on the convention of 1818. The seizures of the fishing vessels have been made in order to enforce the explicit provisions of that treaty, the clear and long established provisions of the imperial statute and of the statutes of Canada expressed in almost the same language.

The proceedings which have been taken to carry out the law of the Empire in the present case are the same as those which have been taken from time to time during the period in which the convention has been in force, and the seizures of vessels have been made under process of the imperial court of vice-admiralty established in the provinces of Canada.

Mr. Bayard further observes that since the treaty of 1818, "a series of laws and regulations affecting the trade between the North American provinces and the United States have been respectively adopted by the two countries, and have led to amicable and mutually beneficial relations between their respective inhabitants," and that "the independent and yet concurrent action of the two Governments has effected a gradual extension from time to time of the provisions of article 1 of the convention of the 3d of July, 1815, providing for reciprocal liberty of commerce between the United States and the territories of Great Britain in Europe, so as gradually to include the colonial possessions of Great Britain in North America and the West Indies within the limits of that treaty."

The undersigned has not been able to discover, in the instances given by Mr. Bayard, any evidence that the laws and regulations affecting the trade between the British North American Provinces and the United States, or that "the independent and yet concurrent action of the two Governments" have either extended or restricted the terms of the convention of 1818, or affected in any way the right to enforce its provisions according to the plain meaning of the articles of the treaty; on the contrary, a reference to the eighteenth article of the Washington treaty will show that the contracting parties made the convention the basis of the further privileges granted by the treaty, and it does not allege that its provisions are in any way extended or affected by subsequent legislation or acts of administration.

Mr. Bayard has referred to the proclamation of President Jackson in 1830, creating "reciprocal commercial intercourse on terms of perfect equality of flag" between the United States and the British American dependencies, and has suggested that these "commercial privileges have since received a large extension, and that in some cases 'favors' have been granted by the United States without equivalent 'concession,' such as the exemption granted by the shipping act of the 26th June, 1884, amounting to one-half of the regular tonnage dues on all vessels from British North America and West Indies entering ports of the United States."

He has also mentioned under this head "the arrangement for the transit of goods, and the remission by proclamation as to certain British ports and places of the remainder of the tonnage tax on evidence of equal treatment being shown" to United States vessels.

The proclamation of President Jackson in 1830 had no relation to the subject of the fisheries, and merely had the effect of opening United States ports to British vessels on terms similar to those which had already been granted in British ports to vessels of the United States. The object of these "laws and regulations" mentioned by Mr. Bayard was purely of a commercial character, while the sole purpose of the convention of 1818 was to establish and define the rights of the citizens of the two countries in relation to the fisheries on the British North American coast.

Bearing this distinction in mind, however, it may be conceded that substantial assistance has been given to the development of commercial intercourse between the two countries.

But legislation in that direction has not been confined to the Government of the United States, as indeed Mr. Bayard has admitted in referring to the case of the imperial shipping and navigation act of 1849.

For upwards of forty years, as has already been stated, Canada has continued to evince her desire for a free exchange of the chief products of the two countries. She has repeatedly urged the desirability of the fuller reciprocity of trade which was established during the period in which the treaty of 1854 was in force.

The laws of Canada with regard to the registry of vessels, tonnage dues, and shipping generally, are more liberal than those of the United States. The ports of Canada in inland waters are free to vessels of the United States, which are admitted to the use of her canals on equal terms with Canadian vessels.

Canada allows free registry to ships built in the United States and purchased by British citizens, charges no tonnage or light dues on United States shipping, and extends a standing invitation for a large measure of reciprocity in trade by her tariff legislation.

Whatever relevancy, therefore, the argument may have to the subject under consideration, the undersigned submits that the concessions which Mr. Bayard refers to as "favors" granted by United States can hardly be said not to have been met by equivalent concessions on the part of the Dominion, and inasmuch as the disposition of Canada continues to be the same, as was evinced in the friendly legislation just referred to, it would seem that Mr. Bayard's charges of showing "hostility to commerce under the guise of protection to inshore fisheries," or of interrupting ordinary commercial intercourse by harsh measures and unfriendly administration, is hardly justified.

The questions which were in controversy between Great Britain and the United States prior to 1818 related not to shipping and commerce, but to the claims of United States fishermen to fish in waters adjacent to the British North American Provinces.

Those questions were definitely settled by the convention of that year, and although the terms of that convention have since been twice suspended, first by the treaty of 1854, and subsequently by that of 1871, after the lapse of each of these two treaties the provisions made in 1818 came again into operation, and were carried out by the Imperial and colonial authorities without the slightest doubt being raised as to their being in full force and vigor.

Mr. Bayard's contention that the effect of the legislation which has taken place under the convention of 1818, and of executive action thereunder, would be "to expand the restrictions and renunciations of that treaty which related solely to the inshore fishing within the three-mile limit, so as to affect the deep-sea fisheries," and "to diminish and practically destroy the privileges expressly secured to American fishing vessels to visit these inshore waters for the objects of shelter and repair of damages, and purchasing wood and obtaining water," appears to the undersigned to be unfounded. The legislation referred to in no way affects those privileges, nor has the Government of Canada taken any action towards their restriction. In the cases of the recent seizures, which are the immediate subject of Mr. Bayard's letter, the vessels seized had not resorted to Canadian waters for any one of the purposes specified in the convention of 1818 as lawful. They were United States fishing vessels, and, against the plain terms of the convention, had entered Canadian harbors. In doing so the David J. Adams was not even possessed of a permit "to touch and trade," even if such a document could be supposed to divest her of the character of a fishing vessel.

The undersigned is of opinion that while, for the reasons which he has advanced, there is no evidence to show that the Government of Canada has sought to expand the scope of the convention of 1818 or to increase the extent of its restrictions, it would not be difficult to prove that the construction which the United States seeks to place on that convention would have the effect of extending very largely the privileges which their citizens enjoy under its terms. The contention that the changes which may from time to time occur in the habits of the fish taken off our coasts, or in the methods of taking them, should be regarded as justifying a periodical revision of the terms of the treaty, or a new interpretation of its provisions, cannot be acceded to. Such changes may from time to time render the conditions of the contract inconvenient to one party or the other, but the validity of the agreement can hardly be said to depend on the convenience or inconvenience which it imposes from time to time on one or other of the contracting parties. When the operation of its provisions can be shown to have become manifestly inequitable, the utmost that good-will and fair dealing can suggest is that the terms should be reconsidered and a new arrangement entered into; but this the Government of the United States does not appear to have considered desirable.

It is not, however, the case that the convention of 1818 affected only the inshore fisheries of the British Provinces; it was framed with the object of affording a complete and exclusive definition of the rights and liberties which the fishermen of the United States were thenceforward to enjoy in following their vocation, so far as those rights could be affected by facilities for access to the shores or waters of the British Provinces, or for intercourse with their people. It is therefore no undue expansion of the scope of that convention to interpret strictly those of its provisions by which such access is denied, except to vessels requiring it for the purposes specifically described.

Such an undue expansion would, upon the other hand, certainly take place if, under cover of its provisions, or of any agreements relating to general commercial intercourse which may have since been made, permission were accorded to United States fishermen to resort habitually to the harbors of the Dominion, not for the sake of seeking safety for their vessels or of avoiding risk to human life, but in order to use those harbors as a general base of operations from which to prosecute and organize with greater advantage to themselves the industry in which they are engaged.

It was in order to guard against such an abuse of the provisions of the treaty that amongst them was included the stipulation that not only should the inshore fisheries be reserved to British fishermen, but that the United States should renounce the right of their fishermen to enter the bays or harbors excepting for the four specified purposes, which do not include the purchase of bait or other appliances, whether intended for the deep-sea fisheries or not.

The undersigned, therefore, cannot concur in Mr. Bayard's contention that "to prevent the purchase of bait, or any other supply needed for deep-sea fishing, would be to expand the convention to objects wholly beyond the purview, scope, and intent of the treaty, and to give to it an effect never contemplated."

Mr. Bayard suggests that the possession by a fishing vessel of a permit to "touch and trade" should give her a right to enter Canadian ports for other than the purposes named in the treaty, or, in other words, should give her perfect immunity from its provisions. This would amount to a practical repeal of the treaty, because it would enable a United States collector of customs, by issuing a license, originally only intended for purposes of domestic customs regulation, to give exemption from the treaty to every United States fishing vessel. The observation that similar vessels under the British flag have the right to enter the ports of the United States for the purchase of supplies loses its force when it is remembered that the convention of 1818 contained no restriction on British vessels, and no renunciation of any privileges in regard to them.

Mr. Bayard states that in the proceedings prior to the treaty of 1818 the British commissioners proposed that United States fishing vessels should be excluded "from carrying also merchandise," but that this proposition "being resisted by the American negotiators, was abandoned," and goes on to say, "this fact would seem clearly to indicate that the business of fishing did not then, and does not now, disqualify vessels from also trading in the regular ports of entry." A reference to the proceedings alluded to will show that the proposition mentioned related only to United States vessels visiting those portions of the coast of Labrador and Newfoundland on which the United States fishermen had been granted the right to fish, and to land for drying and curing fish, and the rejection of the proposal can, at the utmost, be supposed only to indicate that the liberty to carry merchandise might exist without objection in relation to those coasts, and is no ground for supposing that the right extends to the regular ports of entry, against the express words of the treaty.

The proposition of the British negotiators was to append to Article I the following words: "It is, therefore, well understood that the liberty of taking, drying, and curing fish, granted in the preceding part of this article, shall not be construed to extend to any privilege of carrying on trade with any of his Britannic Majesty's subjects residing within the limits hereinbefore assigned for the use of the fishermen of the United States."

It was also proposed to limit them to having on board such goods as might "be necessary for the prosecution of the fishery or the support of the fishermen while engaged therein, or in the prosecution of their voyages to and from the fishing grounds."

To this the American negotiators objected, on the ground that the search for contraband goods, and the liability to seizure for having them in possession, would expose the fishermen to endless vexation, and, in consequence, the proposal was abandoned. It is apparent, therefore, that this proviso in no way referred to the bays or harbors outside of the limits assigned to the American fishermen, from which bays and harbors it was agreed, both before and after this proposition was discussed, that United States fishing vessels were to be excluded for all purposes other than for shelter and repairs, and purchasing wood and obtaining water.

If, however, weight is to be given to Mr. Bayard's argument that the rejection of a proposition advanced by either side during the course of the negotiations should be held to necessitate an interpretation adverse to the tenor of such proposition, that

argument may certainly be used to prove that American fishing vessels were not intended to have the right to enter Canadian waters for bait to be used even in the prosecution of the deep-sea fisheries. The United States negotiators in 1818 made the proposition that the the words "and bait" be added to the enumeration of the objects for which these fishermen might be allowed to enter, and the proviso as first submitted had read "provided, however, that American fishermen shall be permitted to enter such bays and harbors for the purpose only of obtaining shelter, wood, water, and bait." The addition of the two last words was, however, resisted by the British plenipotentiaries, and their omission acquiesced in by their American colleagues. It is, moreover, to be observed that this proposition could only have had reference to the deep-sea fishing, because the inshore fisheries had already been specifically renounced by the representatives of the United States.

In addition to this evidence, it must be remembered that the United States Government admitted, in the case submitted by them before the Halifax commission in 1877, that neither the convention of 1818 nor the treaty of Washington conferred any right or privilege of trading on American fishermen. The British case claimed compensation for the privilege which had been given since the ratification of the latter treaty to United States fishing vessels "to transfer cargoes, to outfit vessels, by supplies, obtain ice, engage sailors, procure bait, and traffic generally in British ports and harbors."

This claim was, however, successfully resisted, and in the United States case it is maintained "that the various incidental and reciprocal advantages of the treaty, such as the privileges of traffic, purchasing bait and other supplies, are not the subject of compensation, because the treaty of Washington confers no such rights on the inhabitants of the United States, who now enjoy them merely by sufferance, and who can at any time be deprived of them by the enforcement of existing laws or the re-enactment of former oppressive statutes. Moreover, the treaty does not provide for any possible compensation for such privileges."

Now, the existing laws referred to in this extract are the various statutes passed by the imperial and colonial legislatures to give effect to the treaty of 1818, which, it is admitted in the said case, could at any time have been enforced (even during the existence of the Washington treaty), if the Canadian authorities had chosen to do so.

Mr. Bayard on more than one occasion intimates that the interpretation of the treaty and its enforcement are dictated by local and hostile feelings, and that the main question is being "obscured by partisan advocacy and distorted by the heat of local interests," and, in conclusion, expresses a hope that "ordinary commercial intercourse shall not be interrupted by harsh measures and unfriendly administrations."

The undersigned desires emphatically to state that it is not the wish of the Government or the people of Canada to interrupt for a moment the most friendly and free commercial intercourse with the neighboring Republic.

The mercantile vessels and the commerce of the United States have at present exactly the same freedom that they have for years passed enjoyed in Canada, and the disposition of the Canadian Government is to extend reciprocal trade with the United States beyond its present limits, nor can it be admitted that the charge of local prejudice or hostile feeling is justified by the calm enforcement, through the legal tribunals of the country, of the plain terms of a treaty between Great Britain and the United States, and of the statutes which have been in operation for nearly seventy years, excepting in intervals during which (until put an end to by the United States Government) special and more liberal provisions existed in relation to the commerce and fisheries of the two countries.

The undersigned has further to call attention to the letter of Mr. Bayard of the 20th May, relating also to the seizure of the David J. Adams in the port of Digby, Nova Scotia.

That vessel was seized, as has been explained on a previous occasion, by the commander of the Canadian steamer Lansdowne, under the following circumstances:

She was a United States fishing vessel, and entered the harbor of Digby for purposes other than those for which entry is permitted by the treaty and by the imperial and Canadian statutes.

As soon as practicable, legal process was obtained from the vice-admiralty court at Halifax, and the vessel was delivered to the officer of that court. The paper referred to in Mr. Bayard's letter as having been nailed to her mast was doubtless a copy of the warrant which commanded the marshal or his deputy to make the arrest.

The undersigned is informed that there was no intention whatever of so adjusting the paper that its contents could not be read, but it is doubtless correct that the officer of the court in charge declined to allow the document to be removed. Both the United States consul-general and the captain of the David J. Adams were made acquainted with the reasons for the seizure, and the only ground for the statement that a respectful application to ascertain the nature of the complaint was fruitless, was that the commander of the Lansdowne, after the nature of the complaint had been

stated to those concerned and was published, and had become notorious to the people of both countries, declined to give the United States consul-general a specific and precise statement of the charges upon which the vessel would be proceeded against, but referred him to his superior.

Such conduct on the part of the officer of the Lansdowne can hardly be said to have been extraordinary under the present circumstances.

The legal proceedings had at that time been commenced in the court of vice-admiralty at Halifax, where the United States consul-general resides, and the officer at Digby could not have stated with precision, as he was called upon to do, the grounds on which the intervention of the court had been claimed in the proceedings therein.

There was not, in this instance, the slightest difficulty in the United States consul-general and those interested in the vessel obtaining the fullest information, and no information which could have been given by those to whom they applied was withheld.

Apart from the general knowledge of the offenses which it was claimed the master had committed, and which was furnished at the time of the seizure, the most technical and precise details were readily obtainable at the registry of the court, and from the solicitors of the crown, and would have been furnished immediately on application to the authority to whom the commander of the Lansdowne requested the United States consul-general to apply. No such information could have been obtained from the paper attached to the vessel's mast.

Instructions have, however, been given to the commander of the Lansdowne and other officers of the marine police, that, in the event of any further seizure, a statement in writing shall be given to the master of the seized vessel of the offenses for which the vessel may be detained, and that a copy thereof shall be sent to the United States consul-general at Halifax, and to the nearest United States consular agent, and there can be no objection to the solicitor for the crown being instructed likewise to furnish the consul-general with a copy of the legal process in each case, if it can be supposed that any fuller information will thereby be given.

Mr. Bayard is correct in his statement of the reasons for which the David J. Adams was seized, and is now held. It is claimed that the vessel violated the treaty of 1818, and consequently the statutes which exist for the enforcement of the treaty, and it is also claimed that she violated the customs laws of Canada of 1883.

The undersigned recommends that copies of those statutes be furnished for the information of Mr. Bayard.

Mr. Bayard has, in the same dispatch, recalled the attention of Her Majesty's minister to the correspondence and action which took place in the year 1870, when the fishery question was under consideration, and especially to the instructions from the lords of the admiralty to Vice-Admiral Wellesley, in which that officer was directed to observe great caution in the arrest of American fishermen, and to confine his action to one class of offenses against the treaty. Mr. Bayard, however, appears to have attached unwarranted importance to the correspondence and instructions of 1870, when he refers to them as implying "an understanding between the two Governments," an understanding, which should, in his opinion, at other times, and under other circumstances, govern the conduct of the authorities, whether imperial or colonial, to whom under the laws of the Empire is committed the duty of enforcing the treaty in question.

When, therefore, Mr. Bayard points out the "absolute and instant necessity that now exists for a restriction of the seizure of American vessels charged with violations of the treaty of 1818" to the conditions specified under those instructions, it is necessary to recall the fact that in the year 1870 the principal cause of complaint on the part of Canadian fishermen was that the American vessels were trespassing on the inshore fishing grounds and interfering with the catch of mackerel in Canadian waters, the purchase of bait being then a matter of secondary importance.

It is probable, too, that the action of the imperial Government was influenced very largely by the prospect which then existed of an arrangement such as was accomplished in the following year by the treaty of Washington, and that it may be inferred, in view of this disposition made apparent on both sides to arrive at such an understanding, that the imperial authorities, without any surrender of imperial or colonial rights, and without acquiescing in any limited construction of the treaty, instructed the vice-admiral to confine his seizures to the more open and injurious class of offenses which were especially likely to be brought within the cognizance of the naval officers of the imperial service.

The Canadian Government, as has been already stated, for six month left its fishing grounds open to American fishermen, without any corresponding advantage in return, in order to prevent loss to those fishermen, and to afford time for the action of Congress, on the President's recommendation that a joint commission should be appointed to consider the whole question relating to the fisheries.

That recommendation has been rejected by Congress. Canadian fish is by prohibitory duties excluded from the United States market. The American fishermen clamor against the removal of those duties, and, in order to maintain a monopoly of the trade, continue against all law to force themselves into our waters and harbors, and make our shores their base for supplies, especially for bait, which is necessary to the successful prosecution of their business.

They hope by this course to supply the demand for their home market, and thus to make Canada indirectly the means of injuring her own trade.

It is surely, therefore, not unreasonable that Canada should insist on the rights secured to her by treaty. She is simply acting on the defensive, and no trouble can arise between the two countries if American fishermen will only recognize the provisions of the convention of 1818 as obligatory upon them, and until a new arrangement is made, abstain both from fishing in her waters and from visiting her bays and harbors for any purpose save those specified in the treaty.

In conclusion, the undersigned would express the hope that the discussion which has arisen on this question may lead to renewed negotiations between Great Britain and the United States, and may have the result of establishing extended trade relations between the Republic and Canada, and of removing all sources of irritation between the two countries.

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

[Inclosure 2 in No. 1.]

Report.

With reference to a dispatch from the British minister at Washington, to his excellency the governor-general, dated the 21st May last, and inclosing a letter from Mr. Secretary Bayard, regarding the refusal of the collector of customs at Digby, Nova Scotia, to allow the United States schooner Jennie and Julia the right of exercising commercial privileges at the said port, the undersigned has the honor to make the following observations:

It appears the Jennie and Julia is a vessel of about 14 tons register, that she was to all intents and purposes a fishing-vessel, and, at the time of her entry into the port of Digby, had fishing gear and apparatus on board, and that the collector fully satisfied himself of these facts. According to the master's declaration, she was there to purchase fresh herring only, and wished to get them direct from the weir fishermen. The collector acted upon his conviction that she was a fishing vessel, and, as such, debarred by the treaty of 1818 from entering Canadian ports for the purposes of trade. He, therefore, in the exercise of his plain duty, warned her off.

The treaty of 1818 is explicit in its terms, and by it United States fishing vessels are allowed to enter Canadian ports for shelter, repairs, wood, and water, and "for no other purpose whatever."

The undersigned is of the opinion that it cannot be successfully contended that a *bona fide* fishing vessel can, by simply declaring her intention of purchasing fresh fish for other than baiting purposes, evade the provisions of the treaty of 1818 and obtain privileges not contemplated thereby. If that were admitted, the provision of the treaty which excludes United States fishing vessels for all purposes but the four above mentioned, would be rendered null and void, and the whole United States fishing fleet be at once lifted out of the category of fishing vessels, and allowed the free use of Canadian ports for baiting, obtaining supplies, and trans-shipping cargoes.

It appears to the undersigned that the question as to whether a vessel is a fishing vessel or a legitimate trader or merchant vessel, is one of fact and to be decided by the character of the vessel and the nature of her outfit, and that the class to which she belongs is not to be determined by the simple declaration of her master that he is not at any given time acting in the character of a fisherman.

At the same time the undersigned begs again to observe that Canada has no desire to interrupt the long-established and legitimate commercial intercourse with the United States, but rather to encourage and maintain it, and that Canadian ports are at present open to the whole merchant navy of the United States on the same liberal conditions as heretofore accorded.

The whole respectfully submitted.

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

OTTAWA, *June* 5, 1886.

[Inclosure No. 2, with Mr. Hardinge's note of August 2, 1886.]

The Earl of Rosebery to Sir L. West.

FOREIGN OFFICE, *July* 23, 1886.

SIR: I have to acknowledge the receipt of your dispatch No. 46 (treaty), of the 30th May last, inclosing a copy of a note from Mr. Bayard, in which he protests against the provisions of a bill recently introduced into the Canadian Parliament for the purpose of regulating fishing operations by foreign vessels in Canadian waters.

In reply I inclose an extract of a dispatch from the governor-general of Canada, containing observations on the subject.

I have to add that Her Majesty's Government entirely concur in the views expressed by the Marquis of Lansdowne in this extract, of which you will communicate a copy to Mr. Bayard, together with a copy of the present dispatch.

With regard to Mr. Bayard's observations in the same note respecting a customs circular and a warning issued by the Canadian authorities, and dated respectively the 7th May and the 5th March last, I have to acquaint you that these documents have now been amended so as to bring them into exact accordance with treaty stipulations; and I inclose, for communication to the United States Government, printed copies of these documents as amended.

I am, &c.

[Inclosure 1 in No. 2.]

The Marquis of Lansdowne to Earl Granville.

[Extract.]

CITADEL, QUEBEC, *June* 7, 1886.

Her Majesty's minister at Washington has been good enough to communicate to me, for my information, copy of a note received by him from the Secretary of State of the United States, in which the bill is criticised, not so much on account of its policy, or because its introduction is regarded as inopportune and inconvenient, as upon the ground that any legislation by the Parliament of the Dominion for the purpose of interpreting and giving effect to a contract entered into by the imperial Government is beyond the competence of that Parliament, and "an assumption of jurisdiction entirely unwarranted," and therefore "wholly denied by the United States."

Your lordship is no doubt aware that legislation of this kind has been frequently resorted to by the Parliament of the Dominion, for the purpose of enforcing treaties or conventions entered into by the imperial Government. In the present case the legislation proposed was introduced, not with the object of making a change in the terms of the convention of 1818, nor with the intention of representing as breaches of the convention any acts which are not now punishable as breaches of it. What the framers of the bill sought was merely to amend the procedure by which the convention is enforced, and to do this by attaching a particular penalty to a particular breach of the convention after that breach had been proved before a competent tribunal. It must be remembered that the convention itself is silent as to the procedure to be taken in enforcing it, and that effect has accordingly been given to its provisions at different times both through the means of acts passed, on the one side, by Congress, and, on the other, by the imperial Parliament, as well as by the legislatures of the British North American Provinces previous to confederation, and since confederation by the Parliament of the Dominion. The right of the Dominion Parliament to legislate for these purposes, and the validity of such legislation as against the citizens of a foreign country has, as far as I am aware, not been seriously called in question. Such legislation, unless it is disallowed by the imperial Government, becomes part of the law of the Empire.

The Government of the United States has long been aware of the necessity of reference to the Dominion Parliament in matters affecting Canadian interests, and has, I believe, never raised any objection to such reference. The treaties of 1854 and 1871, so far as they related to the fisheries or to the commercial relations of the Dominion, were made subject to ratification by her legislature. In the same way the treaty under which fugitive criminals from the United States into Canada are surrendered, is carried into effect by means of a Canadian statute. If a foreigner commits a murder in Canada he is tried, convicted, and executed by virtue of a Canadian and not of an imperial act of Parliament. Seizures of goods and vessels for breaches of the local customs law have in like manner been made for many years past without any protest on the ground that such laws involved an usurpation of power by the colony.

Mr. Bayard's statement that the Dominion Government is seeking by its action in this matter to "invade and destroy the commercial rights and privileges secured to citizens of the United States under and by virtue of treaty stipulations with Great Britain" is not warranted by the facts of the case. No attempt has been made either by the authorities intrusted with the enforcement of the existing law or by the Parliament of the Dominion to interfere with vessels engaged in *bona fide* commercial transactions upon the coast of the Dominion. The two vessels which have been seized are both of them beyond all question fishing vessels and not traders, and therefore liable, subject to the finding of the courts, to any penalties imposed by law for the enforcement of the convention of 1818 on parties violating the terms of that convention.

When, therefore, Mr. Bayard protests against all such proceedings as being "flagrantly violative of reciprocal commercial privileges to which citizens of the United States are lawfully entitled under statutes of Great Britain and the well-defined and publicly-proclaimed authority of both countries," and when he denies the competence of the fishery department to issue, under the convention of 1818, such a paper as the "warning," dated the 5th March, 1886, of which a copy has been supplied to your lordship, he is in effect denying to the Dominion the right of taking any steps for the protection of its own rights secured under the convention referred to.

[Inclosure 2 in No. 2.]

Warning.

To all to whom it may concern:

The Government of the United States having by notice terminated Articles XVIII to XXV, both inclusive, and Article XXX, known as the fishery articles of the Washington Treaty, attention is called to the following provision of the convention between the United States and Great Britain, signed at London on the 20th October, 1818:

"ARTICLE I. Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry, and cure fish, on certain coasts, bays, harbors, and creeks of his Britannic Majesty's dominions in America, it is agreed between the high contracing parties that the inhabitants of the said United States shall have forever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors, and creeks from Mount Joly, on the southern coast of Labrador, to and through the straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbors, and creeks of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement, for such purpose, with the inhabitants, proprietors, or possessors of the ground.

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of his Britannic Majesty's dominions in America not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is called to the following provisions of the act of Parliament of Canada, cap. 61, of the acts of 1868, entitled "An act respecting fishing by foreign vessels":

"2. Any commissioned officer of Her Majesty's navy, serving on board of any vessels of Her Majesty's navy cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's navy, fishery officer, or stipendiary magistrate on board of any vessel belonging to or in the service of the Government of Canada, and employed in the service of protecting the fisheries, or any officer of the customs of Canada, sheriff, magistrate, or other person duly commissioned for that purpose, may go on board of any ship, vessel, or boat within any harbor in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or har-

bors in Canada, and stay on board so long as she may remain within such place or distance.

"3. If such ship, vessel, or boat be bound elsewhere, and shall continue within such harbor, or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel, or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination he shall forfeit $400; and if such ship, vessel, or boat be foreign, or not navigated according to the laws of the United Kingdom, or of Canada, and have been found fishing or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel, or boat under the first section of this act, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited.

"4. All goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores and cargo liable to forfeiture under this act, may be seized and secured by any officers or persons mentioned in the second section of this act; and every person opposing any officer or person in the execution of his duty under this act, or aiding or abetting any other person in any opposition, shall forfeit $800, and shall be guilty of a misdemeanor, and upon conviction, be liable to imprisonment for a term not exceeding two years."

Of all of which you will take notice and govern yourself accordingly.

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

DEPARTMENT OF FISHERIES,
Ottawa, March 5, 1886.

[Inclosure 3 in No. 2.]

Customs circular No. 371.

CUSTOMS DEPARTMENT,
Ottawa, May 7, 1886.

SIR: The Government of the United States having by notice terminated Articles XVIII to XXV, both inclusive, and Article XXX, known as the fishery articles of the Washington treaty, attention is called to the following provision of the convention between the United States and Great Britain, signed at London on the 20th October, 1818:

"ARTICLE I. Whereas differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry, and cure fish on certain coasts, bays, harbors, and creeks of his Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have forever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors, and creeks from Mount Joly, on the southern coast of Labrador, to and through the straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbors, and creeks of the southern part of the coast of Newfoundland, hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground.

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of His Britannic Majesty's dominions in America not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the act of the Parliament of Canada, cap. 61, of the acts of 1868, entitled "An act respecting fishing by foreign vessels":

"2. Any commissioned officer of Her Majesty's navy, serving on board of any vessel of Her Majesty's navy cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's navy, fishery officer, or stipendiary magistrate on board of any vessel belonging to or in the service of the Government of Canada, and employed in the service of protecting the fisheries, or any officer of the customs of Canada, sheriff, magistrate, or other person duly commissioned for that purpose, may go on board of any ship, vessel, or boat within any harbor in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors in Canada, and stay on board so long as she may remain within such place or distance.

"3. If such ship, vessel, or boat be bound elsewhere, and shall continue within such harbor, or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel, or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit 400 dollars; and if such ship, vessel, or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel, or boat under the 1st section of this act, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be for eited.

"4. All goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo liable to forfeiture under this act, may be seized and secured by any officers or persons mentioned in the 2d section of this act; and every person opposing any officer or person in the execution of his duty under this act, or aiding or abetting any other person in any opposition, shall forfeit 800 dollars, and shall be guilty of a misdemeanor, and, upon conviction, be liable to imprisonment for a term not exceeding two years."

Having reference to the above, you are requested to furnish any foreign vessels, boats, or fishermen found within three marine miles of the shore, within your district, with a printed copy of the warning inclosed herewith.

If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish, or if hovering within the three-mile limit, does not depart within twenty-four hours after receiving such warning, you will please place an officer on board of such vessel, and at once telegraph the facts to the Fisheries Department at Ottawa, and await instructions.

J. JOHNSON,
Commissioner of Customs.

To the COLLECTOR OF CUSTOMS at ——.

[Inclosure No. 3, with Mr. Hardinge's note of August 2, 1886.]

The Earl of Rosebery to Sir L. West.

FOREIGN OFFICE, *July* 23, 1886.

SIR: I have received your dispatch No. 55, Treaty, of the 15th ultimo, in which you inclose a copy of a note from Mr. Bayard, protesting against a warning alleged to have been given to United States fishing vessels by a Canadian customs official, with the view to prevent them from fishing within lines drawn from headland to headland from Cape Canso to St. Esprit, and from North Cape to East Point of Prince Edward Island.

In reply, I have to request you to acquaint Mr. Bayard that Her Majesty's Government have ascertained that no instructions to this effect have been issued by the Canadian Government, but that a further report is expected upon the subject.

It appears that the collector at Canso, in conversation with the master of a fishing vessel, expressed the opinion that the headland line ran from Cranberry Island to St. Esprit, but this was wholly unauthorized.

I am, &c.

No. 28.

Mr. Bayard to Mr. Hardinge.

DEPARTMENT OF STATE,
Washington, August 9, 1886.

SIR: I regret that it has become my duty to draw the attention of Her Majesty's Government to the unwarrantable and unfriendly treatment, reported to me this day by the United States consul general at Halifax, experienced by the American fishing schooner Rattler, of Gloucester, Mass., on the 3d instant, upon the occasion of her being driven by stress of weather to find shelter in the harbor of Shelburne, Nova Scotia.

She was deeply laden and was off the harbor of Shelburne when she sought shelter in a storm and cast anchor just inside the harbor's entrance.

She was at once boarded by an officer of the Canadian cutter Terror, who placed two men on board.

When the storm ceased the Rattler weighed anchor to proceed on her way home, when the two men placed on board by the Terror discharged their pistols as a signal, and an officer from the Terror again boarded the Rattler and threatened to sieze the vessel unless the captain reported at the custom-house.

The vessel was then detained until the captain reported at the custom-house, after which she was permitted to sail.

The hospitality which all civilized nations prescribe has thus been violated and the stipulations of a treaty grossly infracted.

A fishing vessel, denied all the usual commercial privileges in a port, has been compelled strictly to perform commercial obligations.

In the interests of amity, I ask that this misconduct may be properly rebuked by the Government of Her Majesty.

I have, &c.,

T. F. BAYARD.

No. 29.

Mr. Hardinge to Mr. Bayard.

WASHINGTON, *August* 10, 1886. [Received August 11.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday, drawing the attention of Her Majesty's Government to the alleged unwarrantable and unfriendly treatment experienced by the American fishing schooner Rattler, on the 3d instant, upon the occasion of her being driven by stress of weather to find shelter in the harbor of Shelburne, Nova Scotia.

I have, &c.,

CHARLES HARDINGE.

No. 30.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, August 17, 1886.

SIR: An affidavit has been filed in this Department by Reuben Cameron, master of the American schooner Golden Hind, of Gloucester, Mass., setting forth that, on or about the 23d of July ultimo, being out of water, he attempted to put into Port Daniel, Bay of Chaleurs, to obtain a fresh supply; that at the entrance of the bay, about four or five miles from land, the Golden Hind was boarded by an officer from the Canadian schooner E. F. Conrad, and by him ordered not to enter the Bay of Chaleurs; that said officer furnished Captain Cameron with a printed warning with this indorsement written thereon: "Don't enter the Bay of Chaleurs, M. S.;" and that in consequence of said act of the Canadian officer the Golden Hind was obliged to go across to Tignish, Prince Edward Island, to obtain water, whereby his fishing venture was interfered with, and loss and injury caused to the vessel and her owners.

I have the honor to protest against this act of officers of Her Britannic Majesty as not only distinctly unfriendly and contrary to the humane usages of civilized nations, but as in direct violation of so much of Article I of the convention of 1818 between the United States and Great Britain as secures forever to American fishermen upon the British North American coast admission to the bays or harbors thereof for the purpose of obtaining water. And for all loss or injury which may be shown to have accrued by reason of the act in question the Government of Her Britannic Majesty will be held justly liable.

I have further the honor to ask with all earnestness that the Government of Her Britannic Majesty will cause steps to be forthwith taken to prevent and rebuke acts so violative of treaty and of the common rites of hospitality.

I have, &c.,

T. F. BAYARD.

No. 31.

Sir L. West to Mr. Bayard.

WASHINGTON, *August* 18, 1886. [Received August 19.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday, protesting against the action of the officer of the Dominion schooner E. F. Conrad, in forbidding the master of the American schooner Golden Hind to enter the Bay of Chaleur for the purpose of renewing his supply of fresh water at that place.

I have, &c.,

L. S. SACKVILLE WEST.

No. 32.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, August 18, 1886.

SIR: Grave cause of complaint is alleged by the masters of several American fishing vessels, among which can be named the schooners Shiloh and Julia Ellen, against the hostile and outrageous misbehavior of Captain Quigley, of the Canadian cruiser Terror, who, upon the entrance of these vessels into the harbor of Liverpool, Nova Scotia, fired a gun across their bows to hasten their coming to, and placed a guard of two armed men on board each vessel, who remained on board until the vessels left the harbor.

In my note to your legation of the 9th instant I made earnest remonstrance against another unfriendly act of Captain Quigley, against the schooner Rattler, of Gloucester, Mass., which, being fully laden and on her homeward voyage, sought shelter from stress of weather in Shelburne Harbor, Nova Scotia, and was then compelled to report at the custom-house, and have a guard of armed men kept on board.

Such conduct cannot be defended on any just ground, and I draw your attention to it in order that Her Britannic Majesty's Government may reprimand Captain Quigley for his unwarranted and rude act.

It was simply impossible for this officer to suppose that any invasion of the fishing privileges of Canada was intended by these vessels under the circumstances.

The firing of a gun across their bows was a most unusual and wholly uncalled for exhibition of hostility, and equally so was the placing of armed men on board the peaceful and lawful craft of a friendly nation.

I have, &c.,

T. F. BAYARD.

No. 33.

Sir L. West to Mr. Bayard.

WASHINGTON, *August* 18, 1886. [Received August 19.]

SIR: With reference to your note of the 2d ultimo reporting to me the detention of the American schooner City Point, of Portland, Me., by the Canadian authorities at the port of Shelburne, Nova Scotia, and protesting against their action in so doing, I have the honor to inform you, in accordance with instructions which I have received from Her Majesty's Government, that the master of the schooner City Point committed a breach of the customs laws of the Dominion by not reporting to customs and landing part of the crew and luggage. The vessel in question was subsequently released on deposit of $400.

I have, &c.,

L. S. SACKVILLE WEST.

No. 34.

Sir L. West to Mr. Bayard.

WASHINGTON, *August* 19, 1886. [Received August 20.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday informing me of the causes of complaint alleged by the masters of several American fishing vessels against Captain Quigley, of the Canadian cruiser Terror.

I have, &c.,

L. S. SACKVILLE WEST.

No. 35.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
September 1, 1886. [Received September 2.]

SIR: With reference to your note of the 30th of July last, calling attention to the cases of the Thomas F. Bayard and the Mascot, I have the honor to inform you, in pursuance of instructions from Her Majesty's secretary of state for foreign affairs, that immediate inquiry will be made into the matter with the view that the right secured by the convention of 1818 to United States fishermen shall in no wise be prejudiced.

I have, &c.,

L. S. SACKVILLE WEST.

No. 36.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, September 10, 1886.

SIR: It is my duty to ask you to bring to the attention of Her Britannic Majesty's Government the treatment lately experienced by an American fishing vessel, the Mollie Adams, of Gloucester, Mass., at the hands of the collector of customs at Port Mulgrave, in the Strait of Canso, Nova Scotia.

By the sworn statement of Solomon Jacobs, master of the schooner Mollie Adams, it appears that on the 31st ultimo, whilst on his homeward voyage laden with fish from the fishing banks, he was compelled to put into Port Mulgrave to obtain water, and duly made report and entry at the custom house. The water-tank of the vessel having been burst in his voyage by heavy weather and thus rendered useless, he asked permission of the collector to purchase two or three barrels to hold a supply of water for his crew on their homeward voyage of about 500 miles.

This application was refused and his vessel threatened with seizure if barrels were so purchased. In consequence the vessel was compelled

to put to sea with an insufficient supply of water, and in trying to make some other port wherein to obtain water a severe gale was encountered which swept away his deck-load of fish and destroyed two seine boats.

This inhospitable, indeed inhuman, conduct on the part of the customs officer in question should be severely reprimanded, and for the infraction of treaty rights and commercial privileges compensation equivalent to the injuries sustained will be claimed from Her Majesty's Government.

I have, &c.,

T. F. BAYARD.

No. 37.

Sir L. West to Mr. Bayard.

WASHINGTON, *September* 11, 1886. [Received September 14.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date calling attention to the case of the Mollie Adams.

I have, &c.,

L. S. SACKVILLE WEST.

No. 38.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
Washington, September 17, 1886. [Received September 18.]

SIR: With reference to your note of the 30th of July last, calling attention to alleged infractions of the convention of 1818 by the authorities at Bonne Bay, Newfoundland, and at Port Amherst, Magdalen Islands, I have now received instructions from Her Majesty's secretary of state for foreign affairs to inform you of the steps which have been taken in the matter in consequence of the protest of the United States Government.

On the arrival of your note in London, Her Majesty's secretary of state for the colonies telegraphed to the officers administering the Governments of Canada and Newfoundland calling attention to the cases, and explaining that under the treaty of 1818 United States fishermen have the right to fish off the coasts of the Magdalen Islands and off certain coasts of Newfoundland, and stating that it was presumed that the customs officials in those places had not been instructed in the same way as on other parts of the coast.

On the 25th ultimo the Governments of Canada and Newfoundland were further instructed by dispatches from the colonial office to make full reports on the subject of the complaints in question, and it was recommended that special instructions should be issued to the authorities at those places where the inshore fishery has been granted by the convention of 1818 to the United States fishermen, calling their attention to the provisions of that convention, and warning them that no

action contrary thereto may be taken in regard to United States fishing vessels.

I may add that information has been received that the warning notices referred to by you were discontinued in the beginning of August.

I have, &c.,

L. S. SACKVILLE WEST.

No. 39.

Sir L. West to Mr. Bayard.

WASHINGTON, *September* 18, 1886. [Received September 20.]

SIR: I have the honor to inform you that I am requested by the Earl of Iddesleigh to state to you that immediate inquiry will be made regarding the action of the officer of the Canadian schooner E. F. Conrad, in the case of the United States schooner Golden Hind, which formed the subject of your note of the 17th ultimo.

I have, &c.,

L. S. SACKVILLE WEST.

No. 40.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, September 23, 1886.

SIR: I have the honor to bring to your attention an instance which has been brought to my knowledge of an alleged denial of one of the rights guaranteed by the convention of 1818, in the case of an American vessel.

Capt. Joseph E. Graham, of the fishing schooner A. R. Crittenden, of Gloucester, Mass., states under oath that on or about the 21st of July last, on a return trip from the open-sea fishing grounds to his home port, and while passing through the Strait of Canso, he stopped at Steep Creek for water. The customs officer at that place told him that if he took in water his vessel would be seized; whereupon he sailed without obtaining the needed supply, and was obliged to put his men on short allowance of water during the passage homeward.

I have the honor to ask that Her Britannic Majesty's Government cause investigation to be made of the reported action of the customs officer at Steep Creek, and if the facts be as stated, that he be promptly rebuked for his unlawful and inhumane conduct in denying to a vessel of a friendly nation a general privilege, which is not only held sacred under the maritime law of nations, but which is expressly confirmed to the fishermen of the United States throughout the Atlantic coasts of British North America by the first article of the convention of 1818.

It does not appear that the A. R. Crittenden suffered other damage by this alleged inhospitable treatment, but reserving that point the incident affords an illustration of the vexatious spirit in which the officers of the Dominion of Canada appear to seek to penalize and oppress those fishing vessels of the United States, lawfully engaged in fishing, which from any cause are brought within their reach.

I have, &c.,

T. F. BAYARD.

No. 41.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
Washington, September 25, 1886. [Received September 27.]

SIR: I have the honor to acknowledge the receipt of your note of the 23d instant requesting that investigation should be made of the reported action of the customs officer at Steep Creek, in the Straits of Canso, in threatening the United States fishing schooner Crittenden with seizure if she took in water, and to inform you that I have advised Her Majesty's Government accordingly.

I have, &c.,

L. S. SACKVILLE WEST.

No. 42.

Sir L. West to Mr. Bayard.

WASHINGTON, *October* 12, 1886. [Received October 13.]

SIR: With reference to your note of the 14th June relative to certain warnings alleged to have been given to United States fishing vessels by the subcollector of customs at Canso, I have the honor to inclose to you herewith by instruction from the Earl of Iddesleigh an extract from an approved report of the Canadian privy council dealing with this question.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure.]

Extract from a certified copy of a report of a committee of the honorable the privy council approved by his excellency the administrator of the Government in council on the 16th *August*, 1886.

The committee of the privy council have had under consideration a dispatch dated 15 July, 1886, from the secretary of state for the colonies in which he asks for a report from the Canadian Government on the subject of an inclosed note from Mr. Secretary Bayard to the British minister at Washington relating to certain warnings alleged to have been given to United States fishing vessels by the subcollector of customs at Canso.

Mr. Bayard states:

First. That the masters of the four American fishing vessels of Gloucester, Mass., Martha C. Bradley, Rattler, Eliza Boynton, and Pioneer, have severally reported to the consul-general at Halifax, that the subcollector of customs at Canso had warned them to keep outside an imaginary line drawn from a point three miles outside Canso head to a point three miles outside St. Esprit on the Cape Breton coast.

Second. That the same masters also report that they were warned against going inside an imaginary line drawn from a point three miles outside North Cape, in Prince Edward Island, to a point three miles outside East Point on the same island.

Third. That the same authority informed the masters of the vessels referred to that they would not be permitted to enter Bay Chaleur.

The minister of marine and fisheries, to whom the dispatch and inclosures were referred, observes that the instructions issued to collectors of customs authorized them in certain cases to furnish United States fishing vessels with a copy of the circular hereto attached, and which constitutes the only official "warning" collectors of cus-

toms are empowered to give. It was to be presumed that the subcollector of customs at Canso, as all other collectors, would carefully follow out the instructions as received, and that therefore no case such as that alleged by Mr. Secretary Bayard would be likely to arise.

The minister states, however, so soon as the dispatch above referred to was received he sent to the subcollector at Canso a copy of the allegations, and requested an immediate reply thereto.

The subcollector, in answer, emphatically denies that he has ordered any American vessel out of any harbor in his district or elsewhere, or that he did anything in the way of warning, except to deliver copies of the official circular above alluded to, and states that he boarded no United States vessel other than the Annie Jordan and the Hereward, and that neither the Martha C. Bradley, Rattler, or Pioneer, of Gloucester, have, during this season, reported at his port of entry. He, with equal clearness, denies that he has warned any United States fishing vessels to keep outside the line drawn from Cape North to East Point, alluded to by Mr. Secretary Bayard, or that they would not be permitted to enter Bay des Chaleurs.

The minister has every reason to believe the statements made by the subcollector at Canso, and, taking into consideration all the circumstances of the case, is of the opinion that the information which has reached the Secretary of State does not rest upon a trustworthy basis.

With reference to the concluding portion of Mr. Bayard's note, the minister observes that the occasion of the present dispatch, which has to deal mainly with questions of fact, does not render it necessary for him to enter upon any lengthened discussion of the question of headland limits.

No. 43.

Sir L. West to Mr. Bayard.

WASHINGTON, *October* 12, 1886. [Received October 13.]

SIR: With reference to your notes of the 10th of July last protesting against the action of the Canadian authorities with regard to the United States vessel Novelty, and the action of the Canadian cruiser Middleton, in preventing United States boats from visiting St. Andrews, New Brunswick, for the purpose of there purchasing herring for canning, I have the honor to inclose to you herewith by instruction from the Earl of Iddesleigh a copy of a certified report of the Canadian privy council dealing with both questions.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure No. 1.]

Certified copy of a report of a committee of the honorable, the privy council for Canada, approved by his excellency the administrator of the Government on the 20th August, 1886.

The committee of the privy council have had under consideration the dispatch dated 29th July last, from Her Majesty's secretary of state for the colonies, inclosing two notes from Mr. Secretary Bayard to the British minister at Washington, and asking that Her Majesty's Government be furnished with a report upon the cases therein referred to.

The committee respectfully submit the annexed report from the minister of marine and fisheries, to whom the said dispatch and its inclosures were submitted, and they advise that your excellency be moved to transmit a copy thereof, if approved, to Her Majesty's principal secretary of state for the colonies.

JOHN J. McGEE,
Clerk, Privy Council for Canada.

[Inclosure No. 2.]

DEPARTMENT OF FISHERIES,
Ottawa, August 14, 1886.

The undersigned has the honor to submit the following in answer to a dispatch from Lord Granville to the governor-general under date 29th July last inclosing two notes from Mr. Secretary Bayard to the British minister at Washington, and asking that Her Majesty's Government be furnished with a report upon the cases therein referred to.

In his first communication, dated July 10, Mr. Bayard says:

"I have the honor to inform you that I am in receipt of a report from the consul-general of the United States at Halifax, accompanied by sworn testimony stating that the Novelty, a duly-registered merchant steam vessel of the United States, has been denied the right to take in steam coal, or purchase ice, or trans-ship fish in bond to the United States, at Pictou, Nova Scotia.

"It appears that having reached that port on the 1st instant, and finding the customs office closed on account of a holiday, the master of the Novelty telegraphed to the minister of marine and fisheries at Ottawa, asking if he would be permitted to do any of the three things mentioned above. That he received in reply a telegram reciting, with certain inaccurate and extended application, the language of Article I of the treaty of 1818, the limitations upon the significance of which are impending discussion between the Government of the United States and that of Her Britannic Majesty. That on entering and clearing the Novelty on the following day at the custom-house, the collector stated that his instructions were contained in the telegram the master had received, and that the privilege of coaling being denied, the Novelty was compelled to leave Pictou without being allowed to obtain fuel necessary for her lawful voyage on a dangerous coast.

"Against this treatment I make instant and formal protest as an unwarranted interpretation and application of the treaty by the officers of the Dominion of Canada and the Province of Nova Scotia, as an infraction of the the laws of commercial and maritime intercourse existing between the two countries, and as a violation of hospitality, and for any loss or injury resulting therefrom the Government of Her Britannic Majesty would be held liable."

With reference to this the undersigned begs to observe that Mr. Bayard's statement appears to need modification in several important particulars.

In the first place, the Novelty was not a vessel regularly trading between certain ports in the United States and Canada, but was a fishing vessel whose purpose was to carry on the mackerel-seining business in the waters of the Gulf of St. Lawrence, around the coasts of Prince Edward Island and Nova Scotia; that she had on board a full equipment of seines and fishing apparatus and men; that she was a steam vessel and needed coal, not for the purposes of cooking or warming, but to produce motive power for the vessel, and that she wished to pursue her business of fishing in the above-named waters and to send her fares home over Canadian territory, to the end that she might the more uninterruptedly and profitably carry on her business of fishing. That she was a fishing vessel and not a merchant vessel was proved not only by the facts above mentioned, but also from a telegram over the signature of H. B. Joyce, the captain of the vessel, a copy of which is appended. In his telegram Captain Joyce indicates the character of his vessel by using the words "American fishing steamer," and he signs himself "H. B. Joyce, master fishing steamer Novelty."

There seems no doubt, therefore, that the Novelty was in character and in purpose a fishing vessel, and as such comes under the provisions of the treaty of 1818, which allows United States fishing vessels to enter Canadian ports "for the purpose of shelter and repairing damages therein, and of purchasing wood and of obtaining water, and for no other purpose whatever."

The object of the captain was to obtain supplies for the prosecution of his fishing and to trans-ship his cargoes of fish at a Canadian port, both of which are contrary to the letter and spirit of the convention of 1818.

To Mr. Bayard's statement that, in reply to Captain Joyce's inquiry of the minister of marine and fisheries, "he received in reply a telegram reciting, with certain inaccurate and extended application, the language of Article I of the treaty of 1818," the undersigned considers it a sufficient answer to adduce the telegrams themselves.

1.—*Inquiry by the captain of the Novelty.*

"PICTOU, N. S., *July* 1, 1886.

"Hon. GEORGE E. FOSTER,
"*Minister of Marine and Fisheries, Ottawa:*

"Will the American fishing steamer now at Pictou be permitted to purchase coal or ice or to trans-ship fresh fish in bond to United States markets?

"Please answer.

"H. B. JOYCE,
"*Master of Fishing Steamer Novelty.*"

2.—*Reply of the Minister of Marine and Fisheries thereto.*

"OTTAWA, *July* 1, 1886.

"To H. B. JOYCE,
"*Master American Fishing Steamer Novelty, Pictou, N. S.:*

"By terms of treaty, 1818, United States fishing vessels are permitted to enter Canadian ports for shelter, repairs, wood, and water, and for no other purpose whatever. That treaty is now in force.

"GEORGE E. FOSTER,
"*Minister of Marine and Fisheries.*"

The undersigned fails to observe wherein any "inaccurate or extended application" of the language of the treaty can be found in the above answer, inasmuch as it consists of a *de facto* citation from the treaty itself, with the added statement, for the information of the captain, that said treaty was at that time in force.

As to the "unwarranted interpretation and application of the treaty," of which Mr. Bayard speaks, the undersigned has already discussed that phase of the question in his memorandum of June 14, which was adopted by council and has been forwarded to Her Majesty's Government.

Mr. Bayard's second note is as follows:

"On the 2nd of June last I had the honor to inform you that dispatches from Eastport, in Maine, had been received reporting threats by the customs officials of the Dominion to seize American boats coming into those waters to purchase herring from the Canadian weirs for the purpose of canning the same as sardines, which would be a manifest infraction of the right of purchase and sale of herring caught and sold by Canadians in their own waters in the pursuance of legitimate trade.

"To this note I have not had the honor of a reply.

"To-day Mr. C. A. Boutelle, M. C., from Maine, informs me that American boats visiting St. Andrews, N. B., for the purpose of there purchasing herring from the Canadian weirs for canning had been driven away by the Dominion cruiser Middleton.

"Such inhibition of usual and legitimate commercial contracts and intercourse is assuredly without warrant of law, and I draw your attention to it in order that the commercial rights of the citizens of the United States may not be thus invaded and subjected to unfriendly discrimination."

With reference to the above, the undersigned observes that so far as his information goes no collector of customs or captains of cruisers have threatened to "seize American boats coming into Canadian waters to purchase herring from Canadian weirs for the purpose of canning them as sardines."

Collectors of customs have, however, in pursuance of their duties under the customs law of Canada, compelled American vessels coming to purchase herring to enter and clear in conformity to customs law.

With reference to the action of the Dominion cruiser Middleton, the undersigned cannot do better than quote from the official report of the captain of that vessel as to the facts of the case referred to.

In his report of date 9th July, 1886, Captain McLean, of the General Middleton, says:

"At 9 a. m. made sail and drifted with the tide towards the bay. Seeing a large number of boats of various sizes hovering around the fishing weirs, I ordered the boat in waiting and sent Officer Kent in charge, giving him instructions to row down among the boats and see if there were any Americans purchasing fish. On the return of the boat Chief Officer Kent reported the boats mentioned were Americans, there for the purpose of getting herring. I immediately directed the chief officer to return and order the American boats to at once report themselves to the collector of the port and get permits to load fish or leave without further delay. One of the boatmen complied with the request, and obtained a permit to load fish for Eastport. The others were very much disturbed on receiving the above instructions, and sailed away toward the American side of the river and commenced blowing their fog-horns, showing their contempt. Other boats, at a greater distance, seeing our boat approaching, did not wait her arrival, but up sail and left for the American shore."

The above extract from the report of the chief officer of the General Middleton, goes to show that it was not his object to prevent American boats from trading in sardines, but rather to prevent them from trading without having first conformed to the customs law of Canada.

The whole respectfully submitted.

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

No. 44.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, October 19, 1886.

SIR: The Everett Steele, a fishing vessel of Gloucester, Mass., in the United States, of which Charles E. Forbes, an American citizen, was master, was about to enter, on the 10th of September, 1886, the harbor of Shelburne, Nova Scotia, to procure water and for shelter during repairs. She was hailed, when entering the harbor, by the Canadian cutter Terror, by whose captain, Quigley, her papers were taken and retained. Captain Forbes, on arriving off the town, anchored and went with Captain Quigley to the custom-house, who asked him whether he reported whenever he had come in. Captain Forbes answered that he had reported always, with the exception of a visit on the 25th of March, when he was driven into the lower harbor for shelter by a storm and where he remained only eight hours. The collector did not consider that this made the vessel liable, but Captain Quigley refused to discharge her; said he would keep her until he heard from Ottawa, put her in charge of policemen, and detained her until the next day, when at noon she was discharged by the collector; but a calm having come on she could not get to sea, and by the delay her bait was spoiled and the expected profits of her trip lost.

It is scarcely necessary for me to remind you, in presenting this case to the consideration of your government, that when the northeastern coast of America was wrested from France in a large measure by the valor and enterprise of New England fishermen, they enjoyed, in common with other British subjects, the control of the fisheries with which that coast was enriched, and that by the treaty of peace of 1783, which, as was said by an eminent English judge when treating an analogous question, was a treaty of "separation," this right was expressly affirmed.

It is true that by the treaty of 1818, the United States renounced a portion of its rights in these fisheries, retaining, however, the old prerogatives of visiting the bays and harbors of the British northeastern possessions for the purpose of obtaining wood, water, and shelter, and for objects incidental to those other rights of territoriality so retained and confirmed. What is the nature of these incidental prerogatives, it is not, in considering this case, necessary to discuss. It is enough to say that Captain Forbes entered the harbor of Shelburne to obtain shelter and water, and that he had as much right to be there under the treaty of 1818, confirming in this respect the ancient privileges of American fishermen on those coasts, as he would have had on the high seas, carrying on, under shelter of the flag of the United States, legitimate commerce. The Government which you so honorably represent has, with its usual candor and magnanimity, conceded that when a merchant vessel of the United States is stopped in time of peace by a British cruiser on the groundless suspicion of being a slave trader, damages are to be paid to this Government not merely to redress the injury suffered, but as an apology for the insult offered to the flag of the United States. But the case now presented to you is a much stronger one than that of a seizure on the high seas of a ship unjustly suspected of being a slaver. When a vessel is seized on the high seas on such a suspicion, its seizure is not on waters where its rights, based on prior and con-

tinuous ownership, are guaranteed by the sovereign making the seizure If in such case the property of the owners is injured, it is, however wrongful the act, a case of rare occurrence, on seas comparatively unfrequented, with consequences not very far reaching; and if a blow is struck at a system of which such vessel is unjustly supposed to be a part, such system is one which the civilized world execrates. But seizures of the character of that which I now present to you have no such features. They are made in waters not only conquered and owned by American fishermen, but for the very purpose for which they were being used by Captain Forbes, guaranteed to them by two successive treaties between the United States and Great Britain.

These fishermen also, I may be permitted to remind you, were engaged in no nefarious trade. They pursue one of the most useful and meritorious of industries. They gather from the seas, without detriment to others, a food which is nutritious and cheap, for the use of an immense population. They belong to a stock of men which contributed before the Revolution most essentially to British victories on the Northeastern Atlantic, and it may not be out of place to say they have shown since that Revolution, when serving in the Navy of the United States, that they have lost none of their ancient valor, hardihood, and devotion to their flag.

The indemnity which the United States has claimed, and which Great Britain has conceded, for the visitation and search of isolated merchantmen seized on remote African seas on unfounded suspicion of being slavers, it cannot do otherwise now than claim, with a gravity which the importance of the issue demands, for its fishermen seized on waters in which they have as much right to traverse for shelter as have the vessels by which they are molested. This shelter, it is important to observe, they will as a class be debarred from if annoyances such as I now submit to you are permitted to be inflicted on them by minor officials of the British Provinces.

Fishermen, as you are aware, have been considered, from the usefulness of their occupation, from their simplicity, from the perils to which they are exposed, and from the small quantity of provisions and protective implements they are able to carry with them, the wards of civilized nations; and it is one of the peculiar glories of Great Britain that she has taken the position—a position now generally accepted—that even in time of war they are not to be the subjects of capture by hostile cruisers. Yet, in defiance of this immunity thus generously awarded by humanity and the laws of nations, the very shelter which they own in these seas, and which is ratified to them by two successive treaties, is to be denied to them, not, I am confident, by the act of the wise, humane, and magnanimous Government you represent, but by deputies of deputies permitted to pursue, not uninfluenced by local rivalry, these methods of annoyance in fishing waters which our fishermen have as much right to visit on lawful errands as those officials have themselves. For let it be remembered that by annoyances and expulsions such as these the door of shelter is shut to American fishermen as a class.

If a single refusal of that shelter, such as the present, is sustained, it is a refusal of shelter to all fishermen pursuing their tasks on those inhospitable coasts. Fishermen have not funds enough nor outfit enough, nor, I may add, recklessness enough to put into harbors where, perfect as is their title, they meet with such treatment as that suffered by Captain Forbes.

To sanction such treatment, therefore, is to sanction the refusal to the United States fishermen as a body of that shelter to which they are

entitled by ancient right, by the law of nations, and by solemn treaty. Nor is this all. That treaty is a part of a system of mutual concessions. As was stated by a most eminent English judge in the case of Sutton *v.* Sutton (1 Myl. & R., 675), which I have already noticed, it was the principle of the treaty of peace, and of the treaties which followed between Great Britain and the United States, that the "subjects of the two parts of the divided Empire should, notwithstanding the separation, be protected in the mutual enjoyment" of the rights those treaties affirmed. If, as I cannot permit myself to believe, Great Britain should refuse to citizens of the United States the enjoyment of the plainest and most undeniable of these rights, the consequences would be so serious that they cannot be contemplated by this Government but with the gravest concern.

I have, &c.,

T. F. BAYARD.

No. 45.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, October 20, 1886.

SIR: Permit me to ask you to draw the attention of your Government to the case set forth in the inclosed affidavit of Murdock Kemp, master of the American fishing vessel Pearl Nelson, of Provincetown, Mass., which has been subjected to treatment, by the customs officials at Arichat, Nova Scotia, inconsistent with the international law of ordinary amity and hospitality, and also plainly violative of treaty rights under the convention of 1818 between Great Britain and the United States.

The vessel in question was compelled by stress of weather to seek shelter in the harbor of Arichat, Nova Scotia, and arrived late at night, when the custom-house was closed.

Before the custom-house was opened the next day the captain went there, and after waiting over an hour the collector arrived, and the usual inward report was made and permission asked to land the clothing of a sailor lost overboard, whose family resided in that vicinity.

He was then informed that his vessel was seized for allowing his crew to go ashore the night before *before reporting at the custom-house.*

The cruel irony of this was apparent when the collector knew such report was impossible, and that the landing of the crew was usual and customary, and that no charge of smuggling had been suggested or was possible under the circumstances.

To compel the payment of a fine, or "a deposit" of $200, which is practically the same in its results, was harsh and unwarranted, and was adding a price and a penalty to the privilege of *shelter* guaranteed to American fishermen by treaty.

This vessel was a fishing vessel, and, although seeking to exercise no commercial privileges, was compelled to pay commercial fees, such as are applicable to trading vessels, but at the same time was not allowed commercial privileges.

I beg you will lose no time in representing the wrong inflicted upon an unoffending citizen of the United States, and procure the adoption of such orders as will restore the money so compelled to be deposited.

I am, sir, &c.,

T. F. BAYARD.

[Inclosure.]

Schooner Pearl Nelson.

UNITED STATES OF AMERICA,
District of Massachusetts:

I, Murdock Kemp, of Provincetown, in Massachusetts, a citizen of the United States, on my oath do say that I was master and part owner of the schooner Pearl Nelson, a vessel of the United States duly licensed ——, 1886, for the fisheries, and holding a permit to touch and trade during the existence of said license.

I further say that the crew of said vessel were shipped on wages at Provincetown and Boston for a fishing voyage to the Grand Banks and return to Provincetown for discharge. Said schooner, with license and permit as aforesaid, sailed May 29, 1886, from Provincetown, and on her passage home touched at Arichat, Cape Breton, driven in there by stress of weather. Sailed by the wind from Bank Quero, and blowing fresh, a heavy sea running, and foggy, made Point Michaux, 9 miles from Arichat. The vessel was deep; her dorys floated on deck in her lee waist, wind being about west. I concluded to make a harbor and wait for better weather and wind. I anchored the vessel in Arichat Harbor at 11 p. m., September 7, 1886. I had lost a man on the Grand Banks, named James Sampson, who belonged to Arichat, and I wanted to land his effects if the customs officers would allow me to. Some of my crew belonged in that neighborhood. William Babins, my cook, and nine others of the crew took boats off the deck and went ashore without asking my permission. I saw them, but had never known there was any objection. I had been in this and other British North American ports frequently and witnessed the landing from my own and other vessels' crews, but never before heard such landing was illegal or improper. These men took nothing from the vessel with them, nor carried away anything but the clothes they wore.

From the time I left Provincetown I had been into no port anywhere. Next morning after my arrival in Arichat, at 8½ o'clock, I went ashore to enter at the custom-house, and found it closed. I called at 9 o'clock and it was not open. I went again at 10 o'clock and found the collector opening the office door. I made the regular inward report to him and requested permission to land the clothes of James Sampson, who had been lost from my vessel on the Grand Banks. He told me he had sent a man for me. After I got there this man came in. The officer was holding my papers and told the man to go back and take charge of the vessel. I asked him why he held my papers; he replied he seized her because I had allowed my men to go ashore before reporting at the custom-house; that all he would tell me was he said he would telegraph to Ottawa and find out what to do with me; and he did telegraph immediately. About 5 o'clock p. m. the collector received an answer, and told me to deposit $200 and the vessel would be released. The collector would not allow me to land this dead man's clothes until after I had paid the $200 fine. I gave the clothes to the shopkeeper to give to Sampson's widow or friends. I came out of Arichat about 11 a. m. on the 8th of September, 1886, having bought there one bushel of potatoes with the collector's permission, and arrived at Provincetown September 14, 1886. I sailed from Arichat with all my crew on board, and had not at any time intended to leave any of my crew at that port. They were hired men, shipped to be discharged on return at Provincetown, and on our arrival there were all paid off and discharged.

Some of the crew that went ashore at Arichat returned aboard as early as 7 o'clock and all were aboard about the time the vessel was seized. I gave them no money there and had none myself. I further say I did not enter Arichat with any intention of violating any law of the Dominion of Canada, nor for any business, but solely because of the stress of weather that had driven me there. It was mere kindness only that prompted me to offer to land Sampson's clothes there where his friends could get them. There was no profit to the vessel, crew, or myself expected in so doing, or attempted to be gained in entering the port of Archat other than shelter from the stress of weather we had been under from Quero Bank. If any revenue law of Canada was violated by my vessel or by myself, the same was done through ignorance and inadvertence and not with any intention to defraud the revenue or offend the laws.

MURDOCK KEMP.

Personally appeared before me Murdock Kemp, at Provincetown, State of Massachusetts, U. S. A., this 27th day of September, 1886, who subscribed and made oath to the foregoing.

[SEAL.]

JAMES GIFFORD.
Notary Public.

No. 46.

Sir L. West to Mr. Bayard.

WASHINGTON, *October* 21, 1886. [Received October 22.]

SIR: I have the honor to acknowledge the receipt of your notes of the 19th and 20th instant, requesting me to draw the attention of Her Majesty's Government to the proceedings of the Canadian authorities in the cases of the United States fishing vessels Everett Steele and Pearl Nelson, and to inform you that I have lost no time in communicating copies of those documents to the Earl of Iddesleigh.

I have, &c.,

L. S. SACKVILLE WEST.

No. 47.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, October 27, 1886.

SIR: I inclose copies of two letters received at this Department from George Steele, president of the American Fishery Union at Gloucester, Mass.

The object of these letters is to obtain authentic information of the administration of Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island and its vicinity, a trade which, the writer avers, has been carried on almost exclusively in American vessels for many years.

By the statements of the letter of Mr. Steele dated October 25, it appears that although the vessels employed in this trade are duly registered in their home port as fishing vessels, yet that so far as the proposed trade is concerned, they are not manned nor equipped, nor in any way prepared for taking fish, but their use is confined to the carriage of fish as merchandise to ports in the United States, a commercial transaction *pur et simple*.

May I ask the favor of an early response to the inquiries propounded by Mr. Steele?

I have, &c.,

T. F. BAYARD.

[Inclosures.]

Copy of letter from George Steele, October 18, 1886.
Copy of letter from George Steele, October 25, 1886.
(For inclosures see Nos. 107 and 109, p. —.)

No. 48.

Sir L. West to Mr. Bayard.

WASHINGTON, *November* 1, 1886. [Received November. 2.]

SIR: With reference to your note of the 9th of August last, respecting the treatment of the United States fishing boat Rattler by the

Canadian authorities, I have the honor to inclose to you herewith, in obedience to the instructions of the Earl of Iddesleigh, copy of a dispatch from the administrator of the Government of Canada together with copy of the report of the collector of customs at Shelburne.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure No. 1.]

HALIFAX, NOVA SCOTIA, *September* 21, 1886.

SIR: I have the honor to inclose herewith a certified copy of a minute of my privy council embodying a report of the minister of customs in relation to the alleged improper treatment of the United States fishing schooner Rattler in being required to report to the collector of customs at Shelburne, Nova Scotia, when seeking that harbor for shelter.

The reply of the collector to the inquiries addressed to him in respect to this matter is appended to the minister's report, and in it the facts of the case as set forth in my telegram of the 14th instant, are given.

I have communicated your dispatch No. 195 of the 1st inst. forwarding Mr. Bayard's protest concerning this case to my ministers and requested to be furnished with a report thereon, which I shall forward for your information as soon as it has been received.

I have, &c.,

A. G. RUSSELL,
General.

[Inclosure No. 2.]

CUSTOM-HOUSE, *Shelburne, September* 6, 1886.

SIR: I have to acknowledge receipt of your telegram of 4th instant, relative to schooner Rattler, and I wired an answer this morning, as requested on the morning of the 4th ultimo. Chief officer of Terror, accompanied by Capt. A. F. Cunningham, called at this office. Captain Cunningham reported his vessel inwards as follows, viz: Schooner Rattler of Gloucester, 93 tons register; 16 men from fishing bank, with 465 barrels mackerel came in for shelter. I was afterwards informed by the officers of cutter that they found the schooner the evening before at anchor off Sandy Point, 5 miles down the harbor, two men from cutter were put on board, and the master required to report at customs in the morning. I was also informed that the master, Captain Cunningham, made an attempt to put to sea in the night, by hoisting sails, weighing anchor, &c., but was stopped by officers from cutter.

I am, &c.,

W. W. ATTWOOD, *Collector.*

The COMMISSIONER OF CUSTOMS, *Ottawa.*

No. 49.

Sir L. West to Mr. Bayard.

WASHINGTON, *November* 9, 1886. [Received November 10.]

SIR: With reference to your note of the 16th of July last protesting against the action of Captain Kent of the Canadian cruiser General Middleton in expelling Stephen R. Balkam from the harbor of St. Andrews, New Brunswick, I have the honor to communicate to you herewith, in accordance with the instructions of the Earl of Iddesleigh, and in reply to your above-mentioned note, copy of a certified report of the privy council for Canada upon the subject.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure.]

Certified copy of a report of a committee of the honorable the privy council for Canada, approved by his excellency the administrator of the Government in council on the 21st September, 1886.

The committee of the privy council have had under their consideration a dispatch dated 5th August, 1886, from the right honorable the secretary of state for the colonies, transmitting a copy of a letter from the foreign office with a copy of a note from Mr. Bayard, and protesting against the action of Captain Kent, of the Dominion cruiser General Middleton, in refusing Stephen A. Balkam permission to buy fish from Canadians.

The minister of marine and fisheries, to whom the dispatch and inclosures were referred, submits the following report from the first officer of the General Middleton:

"HALIFAX, *August* 25, 1886.

"I have the honor to state that when boarding several boats in St. Andrews Bay I asked Stephen R. Balkam if the boat he was in was American. He replied that he thought she was. I informed him that if she was American he could not take fish from the weirs on the English side without a permit from the collector of customs at St. Andrews or West Isles.

"He asked permission to take the fish from the weirs in Kelly's Cove without a permit. I declined to accede to his request.

"Mr. Balkam went around the point in his boat, and, after accosting several others, I met him again, evidently trying to evade my instructions. I told him that he must not take the fish without permission from the customs. He left for the American shore and I returned to the Middleton.

"Mr. Stephen R. Balkam I have known for some years. He formerly belonged to St. Andrews, but is now living in Eastport. His business is to carry sardines from the English side to Eastport for canning purposes."

The minister is of opinion, in view of the above, that in warning Mr. Balkam that if his boat belonged to the United States he could not take herring from the weirs without first having reported at the custom-house, Mr. Kent acted within the scope of the law and his instructions.

The committee respectfully advise that your excellency be moved to transmit a copy of this minute to the right honorable the secretary of state for the colonies, as requested in his dispatch of the 5th August last.

JOHN J. McGEE,
Clerk, Privy Council, Canada.

No. 50.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, November 11, 1886.

SIR: I have the honor to inclose herewith copies of the statements with affidavits from Capt. Medeo Rose, master of the schooner Laura Sayward, of Gloucester, Mass., and of Capt. Joseph Tupper, master of of the schooner Jeannie Seaverns, also of Gloucester, forwarded to me by the collector of the port of Gloucester, under date of 5th instant.

The first impressively describes the inhospitable and inhuman conduct of the collector of the port of Shelburne, Nova Scotia, in refusing to allow Captain Rose to buy sufficient food for himself and crew to take them home, besides unnecessarily retaining his papers, and thus preventing him, with a wholly inadequate supply of provisions, from proceeding on his voyage.

The second complaint is of Captain Quigley, commanding the Canadian cruiser Terror, in not only preventing Captain Tupper from land-

ing to visit his relatives in Liverpool, Nova Scotia, but even forbidding his relatives from coming on board his vessel to see him, and likewise placing a guard on board of her to insure that result.

While I need not comment further than I have already done in previous notes on the unjust and unwarrantable acts of the Dominion officials of late towards our fishermen, of which the instances now presented are but repetitions, I must notice the new phase of Captain Quigley's abuse of authority in actually making Captain Tupper a prisoner on board of his own vessel, and in preventing his relatives, whom he states he had not seen for many years, from meeting him.

Such conduct, apart from all its legal and international aspects, is wholly unworthy of any one intrusted with the execution of a public duty and inconsistent with the national reputation for humanity and courtesy of an officer in Her Majesty's service.

I have, &c.,

T. F. BAYARD.

[Inclosure No. 1.]

Mr. Presson to Mr. Bayard.

GLOUCESTER, MASS., *Collector's Office, November* 5, 1886.

SIR: I transmit herewith, by request, affidavits of Capt. Medeo Rose, of schooner Laura Sayward, and Capt. Joseph Tupper, of schooner Jeannie Seaverns, in relation to their treatment by Canadian officials.

I am, &c.,

D. S. PRESSON,
Collector.

Inclosure No. 2.]

Affidavit of Captain Rose, of the schooner Laura Sayward.

I, Medeo Rose, master of schooner Laura Sayward, of Gloucester, being duly sworn, do depose and say: That on Saturday, October 2d, being then on Western Bank on a fishing trip, and being short of provisions, we hove up our anchor and started for home. The wind was blowing almost a gale from the northwest, and being almost dead-ahead we made slow progress on our voyage home. On Tuesday, October 5th, we made Shelburne, Nova Scotia, and arrived in that harbor about 8 p. m. on that day, short of provisions, water, and oil to burn. On Wednesday I sailed for the inner harbor of Shelburne. Arriving at the town about 4 p. m., on going ashore I found the custom-house closed, and hunted up the collector and entered my vessel, and asked permission from him to buy 7 pounds sugar, 3 pounds coffee, one-half to 1 bushel potatoes, and 2 pounds of butter, or lard or pork, and oil enough to last us home, and was refused. I stated to him my situation, short of provisions, and a voyage of 250 miles before me and plead with him for this slight privilege, but it was of no avail. I then visited the American consul and asked his assistance and found him powerless to aid me in this matter. The collector of customs held my papers until the next morning, although I asked for them as soon as I found I could not buy any provisions, say about an hour and a half after I entered, but he refused to give them to me until the next morning. Immediately on receiving my papers on Thursday morning, I started for home, arriving on Sunday. I think the treatment I received harsh and cruel, driving myself and crew to sea with a scant supply of provisions, we having but little flour and water and liable to be buffeted about for days before reaching home.

MEDEO ROSE.

MASSACHUSETTS, *Essex, ss:*

OCTOBER 13, 1886.

Personally appeared Medeo Rose, and made oath to the truth of the above statement.

Before me.

[SEAL.] AARON PARSONS, *N. P.*

[Inclosure No. 3.]

Affidavit of Captain Tupper, of the schooner Jeannie Seaverns.

I, Joseph Tupper, master of schooner Jeannie Seaverns, of Gloucester, Mass., being duly sworn, do depose and say: That on Thursday, October 28, while on my passage home from a fishing trip, the wind blowing a gale from southeast, and a heavy sea running, I was obliged to enter the harbor of Liverpool, Nova Scotia, for shelter. Immediately on coming to anchor was boarded by Captain Quigley, of Canadian cruiser Terror, who ordered me to go on shore at once and enter at the custom-house, to which I replied that such was my intention. He gave me permission to take two men in the boat with me, but they must remain in the boat and not step on shore. I asked Captain Quigley if I could, after entering, visit some of my relatives who resided in Liverpool, and whom I had not seen for many years. This privilege he denied me. After entering, having returned to my vessel, some of my relatives came off to see me. When Captain Quigley saw their boat alongside of my vessel he sent an officer and boat's crew, who ordered them away, and at sundown he placed an armed guard on board our vessel, who remained on board all night, and was taken off just before we sailed in the morning.

I complied with the Canadian laws, and had no intention or desire to violate them in any way; but to be made a prisoner on board my own vessel, and treated like a suspicious character, grates harshly upon the feelings of an American seaman, and I protest against such treatment, and respectfully ask from my own Government protection from such unjust, unfriendly, and arbitrary treatment.

JOSEPH TUPPER.

MASSACHUSETTS, *Essex, ss:*

NOVEMBER 4, 1886.

Personally appeared Joseph Tupper, and made oath to the truth of the above statement.

Before me.

[SEAL.] AARON PARSONS, *N. P.*

No. 51.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,

Washington, November 12, 1886. [Received November 12.]

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, together with certain statements in which complaint is made of the conduct of the collector of customs at Shelburne, Nova Scotia, and the conduct of Captain Quigley, of the Canadian cruiser Terror, in their dealings with certain American fishing vessels, and to inform you that I have forwarded the same to Her Majesty's Government.

I have, &c.,

L. S. SACKVILLE WEST.

No. 52.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,

Washington, November 15, 1886. [Received November 16.]

SIR: With reference to your notes of the 19th and 20th ultimo, I have the honor to inform you that I am requested by the Earl of Iddesleigh to state to you that the Dominion Government have been asked

to furnish immediate reports upon the action of their authorities in the cases of the American fishing vessels Everett Steele and Pearl Nelson.

I have, &c.,

L. S. SACKVILLE WEST.

No. 53.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
Washington, December 1, 1886.

SIR: As possessing additional and very disagreeable bearing upon the general subject of the harsh treatment of American fishing vessels during the late season by the local authorities of the maritime provinces of Her Majesty's Dominion of Canada, I have the honor to send you herewith a copy of a letter addressed to me, under date of the 12th ultimo, by Capt. Solomon Jacobs, master of the American fishing schooner Molly Adams, of Gloucester, Mass. You will share, I doubt not, the regret I feel at such churlish and inhospitable treatment of a vessel which had freely, and with great loss and inconvenience, rendered such essential service to the suffering and imperiled crew of a Nova Scotian vessel. But for his generous act Captain Jacobs would have had no occasion to put into Malpeque, or, subsequently, when short of provisions, into Port Medway. As his narrative shows, the local authorities at Malpeque treated him with coldness and rudeness, making no provision to receive the Nova Scotian crew he had saved from such imminent danger, even causing him to incur a pecuniary burden in completion of his humane rescue, and even treating the landing of the property so saved from the wreck of the Nova Scotian vessel, on her own shores, as not lawful for an American fishing vessel "within the three-mile limit."

The treatment of Captain Jacobs at Port Medway is a fitting sequel to that received by him at Malpeque. Having undergone fourteen days detention in the latter port, and having shared his purse and slender stock of provisions with the men he had rescued, he put to sea, when, his supplies falling short by reason of his charitable action, he asked leave to purchase at Port Medway "half a barrel of flour, or enough provisions to take his vessel and crew home." With full knowledge of the cause of Captain Jacobs's dearth of provisions, even this the collector at Port Medway absolutely refused, and threatened Captain Jacobs with the seizure of his vessel "if he bought anything whatever." The urgent need of supplies in which Captain Jacobs stood, is shown by the fact that although the run with favorable weather from Port Medway to his home port, Gloucester, Mass., only occupied three days, his crew were on half rations for two days, and without food for one day of that time. It is painful to conjecture what might have been their distress had the Molly Adams encountered storms or head winds.

I am confident that Her Majesty's Government, than which none has more generously fulfilled the obligations of the unwritten code of seafaring humanity, will hasten to rebuke the treatment of Captain Jacobs at the hands of the local authorities of Nova Scotia, by exhibiting gratitude for his act in saving seventeen of their own people from death, and tendering him compensation for the delays and expenses he has undergone through the breaking up of his legitimate fishing venture.

The closing part of Captain Jacobs's letter may serve to show the irresponsible and different treatment he was subjected to in the several ports he visited, where the only common feature seems to have been a surly hostility. At Port Hood, for instance, Captain Jacobs being sick, his brother landed and reported in his stead, and, after paying the regular fee, was told that his report was a nullity, and that the vessel would be liable to penalty for unauthorized landing of her crew unless her captain reported in person, which, although ill, he was compelled to do, and the fee was thereupon levied a second time. This is a small matter measured by the amount of the fee, but it is surely discreditable and has a tendency which cannot be too much deplored.

In my late correspondence I have treated of the necessary and logical results of permitting so irritating and unfriendly a course of action, and I will not therefore now enlarge on this subject.

I have, &c.,

T. F. BAYARD.

[Inclosure.]

Captain Jacobs to Mr. Bayard.

GLOUCESTER, *November* 12, 1886.

The Hon. SECRETARY OF STATE.

SIR: I would most respectfully ask your attention to the following facts as showing the spirit and manner of the application of law on the part of the officials of the Dominion of Canada.

On or about the 26th of September, when off Malpeque, Prince Edward Island, I fell in with the British schooner Neskilita, of Lockeport, Nova Scotia, which had run on Malpeque bar in making the harbor. It was blowing very heavy; sea running high. The crew was taken off by my vessel about 12 o'clock at night. There were seventeen men in all. We took care of them, and fed them for three days. The Neskilita became a total wreck. We saved some of the material.

The cutter Critic, Captain McClennan, one of the Canadian cruisers, was lying in the harbor of Malpeque. The captain boarded my vessel, and I reported to him the facts of the wreck and the condition of the men. They had saved a portion of their clothing. He neither offered to care for the wrecked crew, to feed them, nor to give them or myself any assistance whatever. Having some of the wrecked material on board, I asked the captain of the cutter for permission to land it. He referred me to the local collector. I went to the collector, and he referred me back to the captain of the cutter. As the cutter had gone out, the captain of the Neskilita assumed the responsibility and took the things ashore. The captain of the cutter told me that I could put the saved material on board a Nova Scotia vessel if I went outside of the three-mile limit to do it. I endeavored to get some of the people on shore to take the wrecked crew, but no one would do it unless I would be responsible for their board. Finally, I gave the crew $60, enough to pay their passage home on the cars, and also gave them provisions to last during their journey.

Malpeque is a barred harbor, and it is only in smooth water that it is safe to go out over the bar, and my vessel drawing fourteen feet of water, and there was only fourteen feet of water on the bar, it was impossible for me to go out. By being detained in port in disposing of this wrecked crew I lost over ten days of valuable time before I could get out to fish, and during that time the fleet took large quanties of mackerel. Having to feed so many on my vessel left me short of provisions, and in a short time afterwards I put into Port Medway, and stated the circumstances, and asked permission to buy half a barrel of flour or enough provisions, to take my vessel and crew home. This was absolutely refused, and the collector threatened me that if I bought anything whatever he would seize my vessel. I was obliged to leave without obtaining anything and came home in three days, on short rations, a distance of 300 miles. The wind and weather being favorable, we had a good passage, but yet we were without provisions for one day before we arrived home. I wish to state most emphatically that the officials differ in their construction of our rights. Fees are different in every port, and as there is no standard of right fixed by our own Government, the fishermen are at the mercy of a class of officials hostile to them and their business, and with but little knowledge of law or its application.

For instance, at Souris, Prince Edward Island, 15 cents is charged. For reporting at Port Mulgrave, Nova Scotia, 50 cents is charged. At Port Hood, I being sick, my brother went to the custom-house to report. The official charged him 25 cents, and told him that unless the captain reported in person the report was invalid; that men from the vessel would not be allowed ashore unless the captain reported.

In the afterhoon of the same day I was able to go to the office, and was charged 25 cents for my report, making 50 cents. In the matter of anchorage fees, at Port Mulgrave, Nova Scotia, I paid $1.50; at Malpeque, $1; at Sydney, $1.17. At some ports we have to pay anchorage fees every time we go in, as at Halifax; at others twice for the season.

Now, I would most respectfully state that the official service throughout is actuated apparently from a principle of annoyance wherever and whenever it can be so applied; that there is only harmony of action in this regard alone, and that local laws and regulations are enforced against us without regard to any rights we may have under treaty; that the effect of this enforcement is not to promote but to interfere and to limit by unjust pains, fees, and penalties the right of shelter, obtaining wood and water, and making of repairs guaranteed by treaty of 1818; that instead of the restriction contemplated the local laws make a technical obligation that is without their province or power, and enforce penalties that should never be admitted or allowed by our Government.

And I would pray that in the case recited, and many others that can be shown if required, we may be protected from local laws and their enforcement that abridge our rights and have never received the sanction of the two great contracting powers in the construction and agreement of the treaty of 1818.

I have, &c.,

SOLOMON JACOBS.

$1.17.] NORTH SYDNEY, C. B., *October* 13, 1886.

Molly Adams, 117 *tons.—Captain Jacobs to harbor commissioners.*

To amount of harbor dues..... $1 17

Received payment.

M. J. PHUEEN.

No. 100.

$1.00.] *Dominion of Canada.—Harbor dues.*

MALPEQUE, P. E. I., 1886.

Received from Solomon Jacobs, master of the schooner Molly Adams, from ——— 118 tons register, the sum of $1, being harbor dues at this port.

EDWARD LARKINS,
Harbor Master.

No. —.

Dominion of Canada.—Harbor dues.

PORT MULGRAVE, N. S., *August* 30, 1886.

Received from Solomon Jacobs, master of the schooner Mollie Adams, from North Bay, 117 tons register, the sum of $1.50, being harbor dues at this port.

[SEAL.] DUNCAN C. GILLIES,
Harbor Master.

No. 54.

Sir L. West to Mr. Bayard.

BRITISH LEGATION,
Washington, December 6, 1886. [Received December 7.]

SIR: With reference to your note of the 27th of October last, I have the honor to inclose herewith a certified copy of a report of a committee

of the privy council of Canada, together with copy of the customs laws, which documents contain the information required respecting the sale and exportation of fresh herring from Grand Mandan Island.

I have, &c.,

L. S. SACKVILLE WEST.

Certified copy of a report of a committee of the honorable the privy council of Canada, approved by his excellency the governor-general, in council, on the 24th day of November, 1886.

The committee of the privy council having had their attention called by a telegram, dated 18th November instant, from Her Majesty's minister at Washington, to his former dispatch of the 28th October ultimo, inclosing a copy of a note from the honorable Mr. Bayard, and the inclosures, asking for authentic information respecting the Canadian laws regulating the sale and exportation of fresh herring from the Grand Manan Island.

The minister of marine and fisheries, to whom said dispatch was referred for early report, states that any foreign vessel "not manned nor equipped, nor in any way prepared for taking fish," has full liberty of commercial intercourse in Canadian ports upon the same conditions as are applicable to regularly registered foreign merchant vessels; nor is any restriction imposed upon any foreign vessel dealing in fish of any kind different from those imposed upon foreign merchant vessels dealing in other commercial commodities.

That the regulations under which foreign vessels may trade at Canadian ports are contained in the customs laws of Canada (a copy of which is herewith), and which render it necessary, among other things, that upon arrival at any Canadian port a vessel must at once enter inward at the custom-house, and upon the completion of her loading, clear outwards for her port of destination.

The commitee recommend that your excellency be moved to transmit a copy of this minute, together with a copy of the customs laws, as containing authentic information respecting Canadian laws regulating the sale and exportation of fresh herring, to Her Majesty's minister at Washington, for the information of the honorable Mr. Bayard, Secretary of State for the United States.

JOHN J. McGEE,
Clerk, Privy Council.

FORTY-SEVEN VICTORIA, CHAP. 29.

AN ACT to amend the customs act, 1883. Assented to April 19, 1884.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. Section 188 of "the customs act, 1883," is repealed and the following section enacted in lieu thereof:

"188. All penalties and forfeitures incurred under this act or any other law relating to the customs or to trade or navigation, may, in addition to any other remedy provided by this act or by law, be prosecuted, sued for and recovered with full costs of suit, in the exchequer court of Canada, or in any superior court or court of vice-admiralty, having jurisdiction in that province in Canada where the cause of prosecution arises, or wherein the defendant is served with process; and if the amount of any such penalty or forfeiture does not exceed $200, the same may, in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, British Columbia, Manitoba, and Prince Edward Island, respectively, also be prosecuted, sued for, and recovered in any court having jurisdiction in the place where the cause of prosecution arises, or where the defendant is served with the process."

2. Section 153 of the said act is repealed and the following section enacted in lieu thereof:

"153. If any person, with intent to defraud the revenue of Canada, smuggles or clandestinely introduces into Canada any goods subject to duty, or makes out, or passes, or attempts to pass through the custom-house any false, forged, or fraudulent invoice, or in any way attempts to defraud the revenue by evading the payment of the duty, or of any part of the duty on any goods, such goods shall be seized and forfeited; and every such person, his aiders and abettors, shall, in addition to any other

penalty or forfeiture to which he and they may be subject for such offense, be liable, on conviction, to a penalty of not less than $50 and not more than $200, or to imprisonment for a term not less than one month nor more than one year, or to both fine and imprisonment within the said limits; and such conviction may be had in a summary manner, before any two justices of the peace or before any judge or magistrate having the powers of two justices of the peace."

3. Section 86 of the said act is hereby repealed.

4. This act shall be construed as part of the act amended by it, but its provisions, so far as they differ from those for which they are substituted, shall apply not only to cases in which the offense has been committed, but also to those in which the prosecution for the penalty or forfeiture thereby incurred is commenced after the passing of this act, although the offense was committed before the passing thereof.

FORTY SIX VICTORIA, CHAP. 12.

AN ACT to amend and consolidate the acts respecting the customs. Assented to 25th May 1883.

Her Majesty, by and with the advice and consent of the senate and house of commons of Canada, enacts as follows:

1. This act may be cited as "the customs act, 1883."

2. This act shall be construed as being passed in amendment and consolidation of the act passed in the fortieth year of Her Majesty's reign (A. D. 1877), entitled "An act to amend and consolidate the act respecting the customs," and of any act amending the same.

3. This act shall come into force upon, from, and after the day of the passing thereof, and upon, from, and after the said day the acts and part of acts mentioned in the schedule hereto, and all acts, enactments, or provisions of law inconsistent with this act, or making any provision for any matter provided for by this act, are hereby repealed, and this act is substituted for them; provided always, that all acts or enactments repealed by any of the said acts shall remain repealed, and that all orders in council and regulations made under the acts hereby repealed, or under any former act relating to customs, so far as the same have not been revoked, or are not inconsistent herewith, shall remain in force until revoked or altered by competent authority; and all things lawfully done, and all obligations incurred, bonds given, duties accrued, and rights acquired under the said acts, or any of them, shall remain valid and may be enforced, and all offenses committed, penalties, forfeitures, or liabilities incurred under them, or any of them, may be prosecuted, punished, and enforced, and all proceedings and things lawfully commenced under them, or any of them, may be continued and completed under the said acts, or under corresponding provisions of this act, which shall not be construed as new law, but as a consolidation and continuation of the said repealed acts, subject to the amendments and new provisions hereby made. Anything heretofore done, or any offense committed or liability incurred under any provisions of any of the said repealed acts, which is repeated without material alteration in this act, may be alleged or referred to as having been done, committed, or incurred under the repealed act in which such provision was made, or under this act; and every such provision shall be construed as having had and as having the same effect, and from the same time, as under such repealed act, and any reference in any former act or document to any such provision in any of the said repealed acts, may hereafter be construed as a reference to the corresponding provision of this act.

4. The following terms and expressions whenever used in this act, or in any other laws relating to the customs, shall, unless it be otherwise specially provided, or there be something in the context repugnant to or inconsistent with such construction, be construed and interpreted as follows: The word "port" means a place where vessels or vehicles may discharge or load cargo; the word "collector" means the collector of the customs at the port or place intended in the sentence, or any person lawfully deputed, appointed, or authorized to do the duty of collector thereat; the word "officer" means an officer of the customs; the word "vessel" means any ship, vessel, or boat of any kind whatever, whether propelled by steam or otherwise, and whether used as a sea-going vessel or on inland waters only, unless the context be manifestly such as to distinguish one kind or class of vessel from another, and the word "vessel" includes "vehicle"; the word "vehicle" means any cart, car, wagon, carriage, barrow, sleigh, or other conveyance of what kind soever, whether drawn or propelled by steam, by animals, by hand or other power, and includes the harness or tackle of the animals, and includes also the fittings, furnishings, and appurtenances of the vehicle; the word "master" means the person having or taking charge of any vessel or vehicle; the word "conductor" means the person in charge or having the chief direction of any railway train; the words "owner," "importer," or "exporter,"

mean the owners, importers, or exporters, if there be more than one in any case, and include persons lawfully acting on their behalf; the word "goods" means goods, wares, and merchandise, or movable effects of any kind, including carriages, horses, cattle, and other animals, except where these latter are manifestly not intended to be included by the said word; the word "warehouse" means any place, whether house, shed, yard, dock, pond, or other place in which goods imported may be lodged, kept, and secured without payment of duty; "customs warehouse" includes sufferance warehouse, bonding warehouse, and examining warehouse; the word "oath" includes declaration and affirmation. The use of the terms "seized and fofeited," "liable to forfeiture," or "subject to forfeiture," or other term which might of itself imply that some act subsequent to the commission of the offense is necessary to work the forfeiture, shall not be construed as rendering any such subsequent act necessary, but the forfeiture shall accrue at the time of and by the commission of the offense, in respect of which the penalty of forfeiture is imposed. All the terms and provisions of this act, or of any such law as aforesaid, shall receive such fair and liberal construction and interpretation as will best insure the protection of the revenue and the attainment of the purpose for which this act or such law was made, according to its true intent, meaning, and spirit.

5. The following provisions of this act shall apply to all duties of customs imposed by any act of the Parliament of the Dominion of Canada, whether now in force or passed in the present session or in any future session of the said Parliament.

6. On each and every non-enumerated article which bears a similitude, either in material, quality, or the use to which it may be applied, to any enumerated article chargeable with duty, the same rate of duty shall be payable which is charged on the enumerated article which it most resembles in any of the particulars before mentioned.

7. If any non-enumerated article equally resembles two or more enumerated articles on which different rates of duty are chargeable, the duty on such non-enumerated article shall be the same as that on the enumerated article which it resembles, paying the highest duty.

8. On all articles manufactured from two or more materials, the duty shall be that charged on the article (if there be a difference of duty) which is charged with the highest duty.

9. If an article be enumerated in the tariff under two or more names or descriptions, and there be a difference of duty, the highest duty provided shall be charged and collected thereon.

10. Spirits and strong waters, from whatever substance distilled or prepared, having the flavor of any kind of spirits or strong waters, subject to a higher duty than whisky, shall be liable to the duty imposed on spirits or strong waters of which they have the flavor.

11. Inasmuch as disputes may arise as to whether any or what duty is payable on particular goods, therefore when there is no decision in the matter by any competent tribunal, or there are decisions inconsistent with each other, the governor in council may declare the duty payable on the kind of goods in question, or that such goods are exempt from duty; and any order in council containing such declaration and fixing such duty (if any) and published in the Canada Gazette, shall, until otherwise ordered by Parliament, have the same force and effect as if such duty had been fixed and declared by law; and a copy of the said Gazette containing a copy of any such order shall be evidence thereof.

12. All duties, penalties, or forfeitures imposed by any act relating to the customs shall be payable in money, being a legal tender, at such rate as that $4.86\frac{2}{3}$ of such money shall be of equal value with the British sovereign or pound sterling; and all such duties shall be paid and received according to the weights and measures established by statute in that behalf:

(2) All invoices of goods shall be made out in the currency of the country whence the goods are imported, and shall contain a true statement of the value of such goods; and in computing the value for duty of such currency, the rate thereof shall be such as has been ordered and proclaimed from time to time by the governor in council, who is hereby empowered to make such order; and the rate ordered shall be based upon the actual value of the standard coins or currency of such country as compared with the standard dollar of Canada in so far as such comparative values are known; and in all cases wherein the value of a currency has not been proclaimed, or where there is no fixed standard value, or wherein from any cause the value of such currency has become depreciated, then there shall be attached to the invoice of the goods imported the certificate of some consul resident in such place or country, showing the extent of such depreciation, or the true value of the currency in which such invoice is made out, then and there, as compared with the standard dollar of Canada; provided, however, that in cases where the value of a depreciated currency is dependent upon the rate of exchange on London, it shall be optional with the importer, with the consent of collector of customs, to compute the value for duty at the rate of exchange

certified by the bank through which drawn, as current at the time and place when and whence the goods were exported to Canada; provided further, that when the currency value is so determined at the time of entry, either by a consul's certificate, or by the certificate of the bank as above provided, such rate or value shall be final and not open to any readjustment by reason of the subsequent production of any certificate not corresponding in rate or value with that adopted.

13. In all cases wherein the duties are imposed according to any specific quantity or to any specific value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value, and to any fractional part of such specific quantity.

14. The duties imposed by any act relating to the customs shall be held to be duties within the meaning of the act of the Parliament of Canada, entitled "As act to provide for the better auditing of the public accounts," and of any act of the said Parliament amending the same, and shall, with all matters and things thereunto relating, be subject to the provision of the said act or acts, and to the regulations and orders of the governor in council, made or to be made under the authority thereof, in so far as the same are notinconsistent with this act; and all moneys arising from such duties, or from any penalties hereby imposed, and belonging to Her Majesty, shall be paid over by the officer receiving the same to the receiver-general, and shall form part of the consolidated revenue fund of canada.

15. The true amount of customs duties payable to Her Majesty with respect to any goods imported into Canada or exported therefrom, and the additional sum (if any) payable under section 102 of this act, shall, from and after the time when such duties should have been paid or accounted for, constitute a debt due and payable to Her Majesty, jointly and severally, from the owner of the goods at the time of the importation or exportation thereof, and from the importer or exporter thereof, as the case may be; and such debt may at any time be recovered with full costs of suit in the exchequer court of Canada, or in any provincial court having jurisdiction in cases of debt to the amount claimed.

16. No goods shall be unladen from any vessel arriving at any port or place in Canada from any place out of Canada, nor from any vessel having dutiable goods on board brought coastwise, nor shall bulk be broken within 3 leagues of the coast until due entry has been made of such goods, and warrant granted for the unlading of the same; and no goods shall be so unladen (unless for the purpose of lightening the ship or vessel in crossing over a shoal or bar or sand-bank) except between sunrise and sunset, and on some day not being a Sunday or statutory holiday, and at some hour and place at which an officer of the customs is appointed to attend the unlading of goods, or at some place for which a suffrance has been granted by the collector or other proper officer for the unlading of such goods; and if, after the arrival of the vessel within 3 leagues of the coast, any alteration be made in the stowage of the cargo so as to facilitate the unlawful unlading of any part thereof, or if any part thereof be fraudulently staved, destroyed, or thrown overboard, or any package be opened, it shall be deemed a breaking of bulk, and all goods unladen contrary to this act shall be seized and forfeited; and if bulk be broken contrary to this act, the master shall forfeit $200, and the vessel may be detained until the said fine is paid or satisfactory security is given for the payment thereof; and unless payment be made or security be given within thirty days such vessel may, at the expiration thereof, be sold to pay the said penalty.

17. The governor in council may, by regulation from time to time, appoint the ports and places of entry for the purposes of this act, and may in like manner increase or diminish the number, or alter the position or limits thereof.

18. All goods imported into Canada, whether by sea, land, coastwise, or by inland navigation, whether dutiable or not, must be brought in at a port of entry where a custom-house is lawfully established.

19. All goods or merchandise exported by sea, land, or by inland navigation must be reported at the nearest custom-house, or, if exported from any place where no custom-house is established, they must be reported within twenty-four hours of the time of such export at the nearest custom-house, according to such regulations as may be established by the governor in council from time to time.

20. If any goods are imported into Canada at any other place than at some port or place of entry at which a custom-house is then lawfully established, or being brought into such port or place of entry by land or inland navigation, are carried past such custom-house or removed from the place appointed for the examination of such goods by the collector or other officer of the customs at such port or place before the same have been examined by the proper officer and all duties thereon paid and a permit given accordingly, such goods shall be seized and forfeited; and each and every person concerned in such unlawful importation or removal shall be subject to a penalty equal to the value of such goods.

21. If any vessel with dutiable goods on board enters any place other than a port of entry (unless from stress of weather or other unavoidable cause), such goods (ex-

cept those of an innocent owner) shall be seized and forfeited, together with the vessel in which the same were imported, if such vessel is of less value than $800.

22. If any vessel, worth more than $800, with dutiable goods on board, enters any place other than a port of entry (unless from stress of weather or other unavoidable cause), such goods (except those of an innocent owner) shall be seized and forfeited, and the vessel may be seized and the master or person in charge thereof shall incur a penalty of $800, and the vessel may be detained until such penalty be paid or security given for the payment thereof; and, unless payment be made or satisfactory security be given within thirty days, such vessel may, at the expiration thereof, be sold to pay the said penalty.

23. If any goods are unlawfully imported by land they shall be seized and forfeited, together with the vehicle in or by which such goods are so imported or removed, and the horses or other cattle employed in drawing such vehicle, or in importing or removing such goods.

24. If any goods are unlawfully imported on any railway they shall, in like manner, be seized and forfeited, and the car in which such goods were so imported shall be seized and detached from the train and forfeited; and any conductor, baggage-master, or any officer or servant employed on any railway, and any officer or servant employed by any express company, who is privy to or aids or abets in such unlawful importation, shall, upon summary conviction thereof, be liable to a fine of not less than $50 nor more than $200, or to imprisonment for not less than three months nor more than twelve months, or to both fine and imprisonment within the said limits.

25. The master of every vessel coming from any port or place out of the Dominion of Canada, or coastwise, and entering any port in Canada, whether laden or in ballast, shall go without delay, when such vessel is anchored or moored, to the custom-house for the port or place of entry where he arrives, and there make a report in writing to the collector or other proper officer, of the arrival and voyage of such vessel, stating her name, country, and tonnage, the port of registry, the name of the master, the country of the owners, the number and names of the passengers (if any), the number of the crew, and whether she is laden or in ballast, and if laden, the marks and numbers of every package and parcel of goods on board, and where the same was laden, and the particulars of any goods stowed loose, and where and to whom consigned, and where any and what goods, if any, have been laden or unladen, or bulk has been broken, during the voyage, what part of the cargo and the number and names of the passengers which are intended to be landed at that port, and what and whom at any other port in Canada, and what part of the cargo (if any) is intended to be exported in the same vessel, and what surplus stores remain on board—as far as any of such particulars can be known to him.

26. In the case of every vessel bound for any seaport in Canada, from any port out of Canada, the collector or proper officer of such Canadian port may cause such vessel to be boarded by an officer of customs, detailed by him for such service, at any place within 3 marine miles of the anchorage ground, and such officer may demand from the master or purser of such vessel a correct copy of the report inwards, intended by him to be presented at the custom-house on arrival. Such boarding officer may remain on board the vessel until she anchors, and the copy of the report so received by him shall be deposited by him at the custom-house as the vessel's report inwards for comparison with that to be presented by the master in person.

27. The master or person in charge of any vessel, whether laden or in ballast, arriving by inland navigation in any port or place of entry in Canada, from any place beyond the limits of Canada, and having any goods therein (whether any duty be payable on such goods or not) shall go without delay, when such vessel is anchored or moored, directly to the custom-house for such port or place of entry, and make a report in writing (in such form as may be appointed for that purpose by competent authority), to the collector or other proper officer, of the arrival of such vessel, stating in such report the marks and numbers of every package and parcel of goods in such vessel, or in the charge and custody of such person, from what place the same are respectfully brought, and to what place and to whom consigned or belonging, as far as such particulars are known to him; and he shall then and there produce such goods to the collector or other proper officer, and shall declare that no goods have been unladen from such vessel or have been put out of his possession, between the time of his coming within the limits of Canada and of his making his report and affidavit, and shall further answer all such questions concerning such vessel or goods as are demanded of him by such collector or officer.

28. The master shall at the time of making his report, if required by the officer of customs, produce to him the bills of lading of the cargo, or true copies thereof, and shall make and subscribe an affidavit referring to his report and declaring that all the statements made in the report are true; and shall further answer all such questions concerning the vessel and cargo, and the crew, and the voyage, as shall, be demanded of him by such officer, and shall, if required, make the substance of any such answer part of his report.

29. If any goods are unladen from any vessel before such report be made, or if the master fails to make such report, or makes an untrue report, or does not truly answer the questions demanded of him, as provided in the next preceding section, he shall forfeit the sum of $400, and the vessel may be detained until the said fine be paid.

30. Any goods not reported, found on board of any vessel or landed, shall be seized and forfeited, unless it appears that there was no fraudulent intention, in which case the master shall be allowed to amend his report; but the necessary discharging of any goods for the purpose of lightening the vessel in order to pass any shoal, or otherwise for the safety of such vessel, shall not be deemed an unlawful landing or breaking of bulk.

31. If the contents of any package intended for importation into another port, or for exportation, be unknown to the master, the officer may open and examine it, and cause it for that purpose to be landed if he sees fit; and if any prohibited goods be found therein, all the goods in such package shall be seized and forfeited.

32. In order to avoid injurious delay to steamers and other vessels under certain circumstances, the governor in council may make such regulations as may be considered advisable for the appointment of sufferance wharves and warehouses, at which goods arriving by vessels in transit to other ports, or confined to certain days of departure, may be landed and afterward stored before entry, such vessels being duly reported to the custom-house, and having obtained the collector's warrant for the purpose; provided such landing be effected between sunrise and sunset, on a day not being Sunday or a statutory holiday, and provided the goods, on being so landed, are immediately stored in some such approved sufferance warehouse, and such goods shall be thereafter dealt with by the customs as prescribed by law; but nothing in this section shall affect any contract, express or implied, between the master or owner of any such vessel and the owner, shipper, or consignee of any such goods as aforesaid, or the rights or liability of any party under such contract; and provided further, that the governor in council may make similar regulations for the appointment of sufferance warehouses, in which goods arriving by railway may be stored before entry, such goods having been duly reported to the collector or proper officer of customs.

33. The conductor of every railway train carrying freight arriving at any port in Canada from any foreign port shall come directly, and before bulk is broken, to the custom-house at such port, and report all merchandise on board his train, or in any particular car belonging to such train, stating the marks and numbers of every package and parcel of goods on board, and where the same was laden, and where and to whom consigned, and what part thereof, if any, is intended to pass *in transitu* through Canada to some port or place in the United States, or to be transhipped at some other port in Canada, to be exported to a port or place out of Canada; and if any goods are unladen before such report is made, except by written permission of the collector, or proper officer of customs, or if the conductor fails to make such report, or makes an untrue report, or does not truly answer any questions put to him respecting the same, he shall forfeit the sum of $400.

34. The person in charge of any vehicle, arriving by land in any place in Canada, and containing goods, whether any duty be payable on such goods or not, and the person in charge of any vehicle so arriving, if the vehicle or its fittings, furnishings or appurtenances, or the animals drawing the same or their tackle, is or are liable to duty, and any person whosoever so arriving in Canada from any port or place out of Canada, on foot or otherwise, and having with him or in his charge or custody, any goods, whether such goods be dutiable or not, shall come to the nearest custom-house or to the station of the nearest officer of customs, before unlading or in any manner disposing of the same, and make a report in writing to the collector or proper officer of customs, stating the contents of each and every package and parcel of goods, and the quantities and values of the same; and shall also then answer all questions respecting such goods or packages, and the vehicle, fittings, furnishings and appurtenances, and animals, and the tackle appertaining thereto, as the said collector, or proper officer of customs, may require of him, and shall then and there make due entry of the same, in accordance with the law in that behalf.

35. Fresh fish, coin, or bullion may be landed without entry or warrant, as may also goods in any stranded or wrecked vessel; provided they be duly reported and entered as soon as possible after being safely deposited on shore, and that the landing be in presence of an officer of the customs or receiver of wreck, or other person authorized to do the acts of such receiver under "the wreck and salvage act, 1873," or any act amending the same.

36. If a vessel having live stock or perishable articles on board arrives after business hours, the collector or any officer at the port may permit the master to unlade the same before report; but report shall in such case be made as soon as may be after the next opening of the customs office.

37. The governor in council may, by regulation, declare any trade or voyage on the seas, rivers, lakes, or waters, within or adjacent to Canada, whether to or from

any place within or without Canada, to be a coasting trade or a coasting voyage within the meaning of this act, whether such seas, rivers, lakes, or waters are or are not, geographically or for the purposes of other acts or laws, inland waters; and all carrying by water, which is not a carrying by sea or coastwise, shall be deemed to be a carrying by inland navigation; and the governor in council may, from time to time, with regard to any such coasting trade, dispense with such of the requirements of this act as he deems it inexpedient to enforce in any case or class of cases, or make such further regulations as he may think expedient; and any goods carried coastwise, or laden, water-borne or unladen, contrary to such regulations or to any provision of this act, not dispensed with by such regulations, shall be seized and forfeited.

38. It shall not be lawful, unless otherwise authorized by the governor in council, to import any goods, wares, or merchandise from any port or place out of Canada in any vessel which has not been duly registered and has not a certificate of such registry on board.

39. If any goods are unladen from any vessel or vehicle, or put out of the custody of the master or person in charge of the same, before report is made as required by this act, or if such person or master fails to make such report, or to produce such goods, or makes an untrue report, or does not truly answer the questions demanded of him, he shall for each such offense forfeit the sum of $400; and if any such goods are not so reported and produced, or if the marks and numbers or other description of any package do not agree with the report made, such goods or package shall be seized and forfeited, and the vessel or vehicle and the animals drawing the same shall be detained until such amount be paid.

40. Every importer of any goods by sea or from any place out of Canada shall, within three days after the arrival of the importing vessel, make due entry inwards of such goods, and land the same; and every importer of any goods imported by inland navigation in a decked vessel of 100 tons burden or more, shall, within twenty-four hours of the arrival of the importing vessel, make due entry inwards of such goods, and land the same; and every importer of any goods imported by inland navigation in any undecked vessel, or in any vessel less than 100 tons burden, or by land, shall, forthwith, after the importation of such goods, produce the same to the proper officer and make due entry thereof.

41. The person entering any goods inwards shall deliver to the collector or other proper officer, an invoice of such goods showing the place and date of purchase and the name or style of the firm or person from whom the goods were purchased, and a full description thereof in detail, giving the quantity and value of each kind of goods so imported, and a bill of the entry thereof, in such form as shall be appointed by competent authority, fairly written or printed, or partly written and partly printed, and in duplicate, containing the name of the importer,—and, if imported by water, the name of the vessel and of the master, and of the place to which bound, and of the place, within the port, where the goods are to be unladen,—and the description of the goods, and the marks and numbers and contents of the packages, and the place from which the goods are imported, and of what country or place such goods are the growth, produce, or manufacture.

42. Unless the goods are to be warehoused in the manner by this act provided, the importer shall, at the same time, pay down, or cause to be so paid, all duties upon all goods entered inwards; and the collector or other proper officer shall, immediately thereupon, grant his warrant for the unlading of such goods, and grant a permit for the conveyance of the same goods further into Canada, if so required by the importer.

43. In default of such entry and landing, or production of the goods, or payment of duty, the officer of customs may convey the goods to a customs warehouse, or some secure place appointed by the collector for such purpose, there to be kept at the risk and charge of the owner; and if such goods be not duly entered within one month from the date of their being so conveyed to the custom warehouse, or other appointed place, and all charges of removal and warehouse rent duly paid at the time of such entry, the goods shall be sold by public auction to the highest bidder, and the proceeds thereof shall be applied, first to the payment of duties and charges, and the overplus, if any, after discharging the vessel's lien, or other charges for transportation, shall be paid to the owner of the goods or to his lawful agent; provided, always, that in case the same cannot be sold for a sum sufficient to pay the duties and charges if offered for sale for home consumption, or the charges if offered for sale for exportation, such goods shall not be sold, but be destroyed.

44. Any goods unladen or landed before due entry thereof and warrant for landing, shall be seized and forfeited, and any person concerned in landing or receiving or concealing goods so landed, shall, for each offense, forfeit $400.

45. If any goods are brought in any decked vessel, from any place out of Canada to any port of entry therein, and not landed, but it is intended to convey such goods to some other port in Canada in the same vessel, there to be landed, then the duty shall not be paid nor the entry completed at the first port, but at the port where the goods are to be landed, and to which they shall be conveyed accordingly, under such regu-

lations and with such security or precautions for compliance with the requirements of this act, as the governor in council may, from time to time, appoint.

46. The collector may require from the importer (or from his agent) of any goods charged with duty, or conditionally exempted from duty, or exempt therefrom, before admitting the said goods to entry, such further proof as he deems necessary, by oath or declaration, production of invoice or invoices, or bills of lading or otherwise, that such goods are properly described and rated for duty, or come properly within the meaning of such exemptions.

47. Any package of which the importer or his agent declares the contents to be unknown to him, may be opened and examined by the collector or other proper officer, in the presence of such importer or agent, and at the expense of the importer, who shall also bear the expense of repacking.

48. No entry, nor any warrant for the landing of any goods, or for the taking of any goods out of any warehouse (as hereinafter provided) shall be deemed valid, unless the particulars of the goods and packages in such entry or warrant correspond with the particulars of the goods and packages purporting to be the same in the report of the vessel, or other report (where any is required) by which the importation or entry thereof is authorized, nor unless the goods have been properly described in such entry by the denominations, and with the characters and circumstances according to which such goods are charged with duty or may be imported; and any goods taken or delivered out of any vessel, or out of any warehouse, or conveyed into Canada beyond the port or place of entry, by virtue of any entry or warrant not corresponding with the facts in all such respects, or not properly describing the goods, shall be deemed to be goods landed or taken without due entry thereof, and shall be seized and forfeited; and the collector or proper officer, after the entry of any goods, may, on suspicion of fraud, open and examine any package of such goods, in presence of two or more credible witnesses, and if, upon examination, the same are found to agree with the entries, they shall be repacked by such collector or proper officer, at the public cost, but otherwise they shall be seized and forfeited.

49. The quantity and value of any goods shall always be stated in the bill of entry thereof, although such goods are not subject to duty; and the invoice thereof shall be produced to the collecter.

50. The surplus stores of vessels arriving in Canada shall be subject to the same duties and regulations as if imported as merchandise; but if the owner or master desires to warehouse the same for reshipment for the future use of the vessel, the collector may permit him so to do.

51. Vessels entering the Gut of Annapolis may be reported and entered, and the duties on goods therein imported paid either at the port of Digby or Annapolis.

52. Vessels entering the Great Bras d'Or and Little Bras d'Or shall be reported and entered at such place as the minister of customs may, from time to time, direct.

53. If any goods imported by water, or partly by water and partly by land, on on which duties (ad valorem or specific or both) are payable, receive damage during the voyage of importation between the actual departure of the vessel in which they are laden from the foreign port of exportation and the actual arrival of the goods at the port of destination in Canada, whereby such goods have become lessened in value, an abatement may be made in the manner hereinafter provided in the duty payable upon such goods, or in case duty has been paid thereon, a refund of a part of such duty may be made proportionate to the damage sustained; provided the claim therefor is made in due form and properly substantiated at the first landing from such vessel of the goods, and while they are in the custody of the Crown, or as soon after such first landing as they can be examined; provided also, that such examination be completed and certified by the collector of customs, customs appraiser, or other proper officer, whose duty it shall be to assess such damage within ten days of such landing.

54. If any goods imported by railway, or by any other land vehicle, on which duties (ad valorem, or specific, or both) are payable, receive damage during the course of transportation, after they are laden on such railway or other vehicle, and before they arrive at the Canadian port of destination, whereby they become lessened in value, an abatement may be made in the manner hereinafter provided in the duty payable upon such goods, provided the claim for such abatement is made in due form within ten days of the arrival of such goods at the Canadian port of destination, and substantiated in the same manner as provided in the next preceding section.

55. The collector of customs or appraiser or other proper officer whose duty it may be to examine and assess the amount of damage sustained on voyage or in course of importation, shall do so with all possible dispatch on being notified to that effect, and shall certify to the exact cause and extent of such damage with reference to the value of the goods in the principal markets of the country whence imported, and not according to the value in Canada.

56. The collector or appraiser shall not regard as evidence of the existence or amount of damage any price realized at an auction or forced sale thereof, nor shall he estimate nor shall any damage be allowed which may have originated from decay,

lampness, or other cause existing before the voyage commenced, and which may have rendered the goods unfit to withstand the ordinary risks of the voyage of importation, nor shall he estimate nor shall any allowance be made for or duty refunded for rust on iron or steel or any manufacture thereof, except on polished Russia iron and Canada plates, and on such only to the extent of 50 per cent., nor shall any allowance be made for stains or injury to any packages holding liquids, or the labels thereon, unless the contents of such packages have, at the same time, received actual specific damage by the admixture therewith of water or other foreign substance.

57. Upon the collector or appraiser ascertaining the percentage of damage, such percentage shall be deducted from the original value thereof, and duty shall then be levied and collected on such reduced value at an ad valorem rate which shall be equivalent to the rate of specific or specific and ad valorem duty which should have been collected upon such goods if they had not been so damaged.

58. When any vessel is entered at the custom-house at any port in Canada, on board of which there are any goods on which any duty has been levied or collected or on which any duty has been deposited, and thereafter the said goods are lost or destroyed before the same are landed from such vessel, or from any vessel or craft employed to lighten such vessel, then, on proof being made on the oath of one or more credible witness or witnesses, before and to the satisfaction of the collector or proper officer of the customs at the place (who shall administer the oath) that such goods, or any part thereof (specifying the same), have been so lost or destroyed before the landing of the same, the duties on the whole or the part thereof so proved to be lost or destroyed shall, if the same have been paid or deposited, be returned to the owner or his agent.

59. If any vessel having received damage puts into a port in Canada to which she is not bound, having dutiable goods on board, which it may be necessary to land for the purpose of repairing the vessel in order to enable her to proceed on her voyage, the collector, upon application of the master or agent, may permit such goods to be unladen and deposited in a warehouse in the custody of the collector; and the collector shall cause to be taken an exact account of the packages and contents, and entry of the goods shall then be made by the master or agent as hereinbefore directed, and they shall remain in the custody of the collector until the vessel is ready for sea, when upon payment of storage and the reasonable charges of unlading and storing, the collector shall deliver up the same to the master or agent to be exported or carried coastwise, as the case may be, under the same security and regulations as if such goods had been imported in the usual manner, and without payment of duty. No person shall be entitled to the benefit of this section who shall have sold any of such goods, except such as it may have been necessary to sell to defray the expense of repairs and charges of the vessel, or as may have been authorized by the collector of customs; and if goods are sold for payment of repairs and charges they shall be subject to duty, and shall be warehoused, or the duties thereon paid by the purchaser.

60. Goods derelict, flotsam, jetsam, or wreck, or landed or saved from any vessel wrecked, stranded, or lost, brought, or coming into Canada, shall be subject to the same duties and regulation as goods of the like kind imported are subject to.

61. If any person has in his possession, in port or on land, any goods, derelict, flotsam, jetsam, or wreck, the same being dutiable, and does not give notice thereof to the nearest officer of customs without unnecessary delay, or does not on demand pay the duties thereon or deliver the same to the proper officer, he shall forfeit $200, in addition to all other liabilities and penalties incurred by him, and the goods shall be seized and forfeited; and if any person removes or alters in quantity or quality any such goods, or unnecessarily opens or alters any package thereof or abets any such act before the goods are deposited in a warehouse under the custody of the customs officers, he shall, in addition to all other liabilities and penalties incurred by him, forfeit $200.

62. If the duties on such goods are not paid within eighteen months from the time when the same were so delivered as aforesaid, the same may be sold in like manner and for the same purposes as goods imported may in such default be sold; if they are sold for more than enough to pay the duty and charges thereon, the surplus shall be paid over to the person entitled to receive it.

63. All goods exempt from duty as being imported or taken out of warehouse for the use of Her Majesty's troops, or for any purpose for which such goods may be imported free of duty, shall, in case of the sale thereof after importation, become liable to and be charged with the duties payable on like goods on their importation for other purposes; and if such duties be not paid, such goods shall be forfeited, and may be seized and dealt with accordingly.

64. In all cases where duties are charged according to the weight, tale, gauge, or measure, such allowances shall be made for tare and draft upon the packages as may be appointed by regulation made by the governor in council; but when the original invoice of any goods is produced, and a declaration of the correctness thereof made as hereinafter provided, the tare according to such invoice shall be deducted from the

gross weight of the goods instead of the allowances aforesaid; subject, however, to such further regulation as the governor in council may, from time to time, make.

65. The collector or any appraiser under this act, may take samples of any goods imported, for the purpose of ascertaining whether any and what duties are payable on such goods, and such samples shall be disposed of as the minister of customs may direct.

66. The governor in council may appoint one or more appraisers, to be called Dominion customs appraisers, with jurisdiction at all ports and places in Canada; and may also appoint customs appraisers with jurisdiction at such ports and places in Canada as may be designated in the order in council in that behalf; and each such appraiser shall, before acting as such, take and subscribe the following oath of office before any collector or other person duly authorized to administer such oath:

"I, A. B., having been appointed an appraiser of goods, wares, and merchandise, and to act as such at the port of ——— (or as the case may be), do solemnly swear (or affirm) that I will faithfully perform the duties of the said office without partiality, fear, favor or affection, and that I will appraise the value of all goods submitted to my appraisement according to the true intent and meaning of the laws imposing duties of customs in this Dominion; and that I will use my best endeavors to prevent all fraud, subterfuge, or evasion of the said laws, and more especially to detect, expose, and frustrate all attempts to undervalue any goods, wares, or merchandise on which any duty is chargeable. So help me God."

A. B.,
Appraiser for
(as the case may be.)

"Sworn before me, this day of
18 ." (as the case may be.)

67. If no appraiser is appointed in any port of entry, the collector there shall act as appraiser, but without taking any special oath of office as such; and the minister of customs may, at any time, direct any appraiser to attend at any port or place for the purpose of valuing any goods, or of acting as appraiser there during any time, which such appraiser shall accordingly do without taking any new oath of office; and every appraiser shall be deemed an officer of the customs.

68. Where any duty ad valorem is imposed on any goods imported into Canada, the value for duty shall be the fair market value thereof, when sold for home consumption, in the principal markets of the country whence and at the time when the same were exported directly to Canada.

69. Such market value shall be the fair market value of such goods in the usual and ordinary commercial acceptation of the term, at the usual and ordinary credit, and not the cash value of such goods, except in cases in which the article imported is, by universal usage, considered and known to be a cash article, and so bona fide paid for in all transactions in relation to such article; and all invoices representing cash values, except in the special cases hereinbefore referred to, shall be subject to such additions as to the collector or appraiser of the port at which they are presented may appear just and reasonable, to bring up the amount to the true and fair market value, as required by this section.

70. Where a drawback of duties has been allowed by the government of the country where the goods were manufactured, the amount of such drawback shall be taken and considered to be a part of the fair market value of such goods; and in cases where the amount of such drawback has been deducted from the value of such goods upon the face of the invoice under which entry is to be made, or is not shown thereupon, the collector of customs, or proper officer, shall add the amount of such deduction or drawback and collect and cause to be paid the lawful duty thereon.

71. No deduction of any kind shall be allowed from the value of any goods imported into Canada because of any drawback paid or to be paid thereon, or because of any special arrangement between the seller and purchaser having reference to the exportation of such goods, or the exclusive right to territorial limits for the sale thereof, or because of any royalty payable upon patent rights but not payable when goods are purchased for exportation, or on account of any other consideration by which a special reduction in price might or could be obtained; provided that nothing herein shall be understood to apply to general fluctuations of market values.

72. No deduction from the value of goods contained in any invoice shall be allowed on account of the assumed value of a package or packages, where no charge for such package or packages has been made in such invoice; and where such charge is made it shall be the duty of the customs officer to see that the charge is fair and reasonable, and represents no more than the original cost thereof.

73. No deduction from the value of goods in any invoice shall be made on account of charges for packing, or for straw, twine, cord, paper, cording, wiring, or cutting, or for any expense incurred or said to have been incurred in the preparation and

packing of goods for shipment, and all such charges and expenses shall, in all cases, be included as part of the value for duty.

74. The governor in council may provide that in the cases and on the conditions to be mentioned in the order, goods bona fide exported to Canada from any country, but passing *in transitu* through another country, shall be valued for duty as if they were imported directly from such first-mentioned country.

75. The standards or instruments by which the colors and grades of sugar are to be regulated, and the class to which sugars shall be held to belong, with reference to duty chargeable thereon, shall be selected and furnished from time to time to the collectors of such ports of entry as may be necessary, by the minister of customs, in such manner as he may deem expedient; and the decision of the appraiser, or of the collector of a port where there is no appraiser, as to the class to which any sugar belongs, and the duties to which it is subject, shall be final and conclusive, unless upon appeal to the commissioner of customs, within thirty days, such decision be, with the approval of the minister, changed; the decision of the commissioner, with such approval, shall then be final.

76. All cane-juice, sirup of sugar or of sugar-cane, melado, concentrated melado or concentrated molasses, entered as molasses, or under any other name than cane-juice, sirup of sugar or of sugar-cane, melado, concentrated melado, or concentrated molasses, shall be seized and forfeited.

77. The value for duty on which any ad valorem duties on sugar, molasses, melado, sirup of sugar, or sugar-cane, sirup of molasses or of sorghum, concentrated melado or concentrated molasses, and sugar candy, shall, unless otherwise provided, be calculated and taken, shall include the value of the packages containing the same, and the shipping and other charges on such articles; and the value for duty shall be the value of the goods "free on board," at the place or port whence last exported direct to Canada; and the governor in council shall have power to declare what charges shall be included in such value so defined.

78. The governor in council shall have power to interpret, limit or extend the meaning of the conditions upon which it is provided in any act imposing duties of customs, that any article may be imported free of duty for special purposes, or for particular objects or interests; and to make regulations either for declaring or defining what cases shall come within the conditions of such act, and to what objects or interests of an analogous nature, the same shall apply and extend, and to direct the payment or non-payment of duty in any such case, or the remission thereof by way of drawback if such duty has been paid.

79. If the importer of any goods whereon a duty ad valorem is imposed, or the person authorized to make the declaration required with regard to such goods, makes and subscribes a declaration before the collector or other proper officer, that he cannot, for want of full information, make perfect entry thereof, and takes the oath in such cases provided, then the collector or officer may cause such goods to be landed on a bill of sight for the packages and parcels thereof, by the best description that can be given, and to be seen and examined by such person and at his expense, in the presence of the collector or principal officer, or of such other officer of the customs as shall be appointed by the said collector or other proper officer, and to be delivered to such person, on his depositing in the hands of the collector or officer a sum of money sufficient in the judgment of the collector or officer to pay the duties thereon; and if the importer does not complete a perfect entry within the time appointed by the collector, the money so deposited shall be taken and held to be the duty accruing on such goods, and shall be dealt with and accounted for accordingly.

80. Such sight entry may be made as aforesaid and the goods may be delivered, if such importer or person as aforesaid makes oath or affirms that the invoice has not been and cannot be produced, and pays to the collector or proper officer aforesaid a sum of money sufficient in the judgment of such collector or officer to pay the duties on such goods, and such sum shall then be held to be the amount of the said duties.

81. Except only in cases where it is otherwise provided herein, or by regulation of the governor in council, no entry shall be deemed perfect unless a sufficient invoice of the goods to be entered, duly certified in writing thereon as correct by the person, firm, and corporation from whom the said goods were purchased, has been produced to the collector and duly attested as required by this act.

82. With the bill of entry of any goods there shall be produced and delivered to and left with the collector an invoice of the goods, as provided in the next preceding section, attested by the oath of the owner, and if the owner be not the person entering such goods then verified by the oath of the importer or consignee, or (subject to the provision hereinafter made) other person who may lawfully make such entry and verify such invoice in the form or to the effect of the oath or oaths provided or to be provided by order in council in that behalf, which oath or oaths shall be written or printed, or partly written and partly printed on such invoice, or on the bill of entry (as the case may be), or shall be annexed thereto, and shall in either case distinctly refer to such invoice so that there can be no doubt as to its being the invoice to which

such oath is intended to apply, and shall be subscribed by the party making it and certified by the signature of the person before whom it is made; and the bill of entry shall also contain a statement of the quantity and value for duty of the goods therein mentioned, and shall be signed by the person making the entry, and shall be verified in the form or to the effect of the oath provided or to be provided by order in council in that behalf.

83. If there be more than one owner, importer, or consignee of any goods, any one of them cognizant of the facts may take the oath required by this act; and such oath shall be sufficient unless the goods have not been obtained by purchase in the ordinary way, and some owner resident out of Canada is the manufacturer or producer of the goods, or concerned in the manufacture or production thereof, in which case the oath of such non-resident owner (or one of them, if there be more than one) cognizant of the fact shall be requisite to the due attestation of the invoice.

84. The invoice of any goods produced and delivered to the collector with the bill of entry thereof, must, if required by the collector, be attested by the oath of the owner or one of the owners of such goods, and must be verified also by the oath of the importer, or consignee, or other person who may, under this act, lawfully make entry of such goods and verify such invoice, if the owner or one of the owners is not the person entering such goods, and must also, if required by the collector, be attested by the oath of the non-resident owner being the manufacturer or producer of such goods, in the case mentioned in the next preceding section, although one of the owners be the person entering the goods and verifying the invoice on oath.

85. If the owner, importer, or consignee of any goods be dead, or a bankrupt, or insolvent, or if for any cause his personal estate be administered by another person, then his executor, curator, administrator, or assignee, or person administering as aforesaid, may, if cognizant of the facts, take any oath and make any entry which such owner, importer, or consignee might otherwise have taken or made.

86. No evidence of the value of any goods imported into Canada, or taken out of warehouse for consumption therein, at the place whence and the time when they are to be deemed to have been exported to Canada, contradictory to or at variance with the value stated in the invoice produced to the collector, with the additions (if any) made to such value by the bill of entry, shall be received in any court in Canada.

87. Any oath required under the provisions of this act connected with the entry of goods may be made in Canada before the collector, subcollector, surveyor, or chief clerk at the port where the goods are entered, or if the person making such oath is not resident there, then before the collector or proper officer of some other port; and when such oath is required to be made out of the limits of Canada, it may be made at any place within the United Kingdom, or at any place in Her Majesty's possessions abroad, before the collector or before the mayor or other chief municipal officer of the place where the goods are shipped, or before a notary public, and at any other place before a British consul, or if there be no British consul, then before a foreign consul at such place.

88. The commissioner of customs or other person acting as deputy head of the department, and all officers holding under order in council the rank of chief clerk of the inside service in the said department, and all duly appointed inspectors of of customs ports, shall, by virtue of their office, have full authority to administer all oaths and receive all affirmations and declarations required or authorized by this act, and the governor in council may, from time to time, by regulation, appoint or designate such other and additional persons, officers, or functionaries, as he sees fit, by name, or by their name of office, and in Canada or out of it, as those before whom such oaths may be validly taken, and may, by any order in council relax or dispense with the provisions of this act touching such oaths, in or with regard to goods imported by land or inland navigation, or to any other class of cases to be designated in such regulation.

89. No person other than the owner, consignee, or importer of the goods of which entry is to be made, shall be allowed to take any oath connected with the entry, unless there be attached to the bill of entry therein referred to, a declaration by the owner, consignee, or importer of the said goods or his attorney and agent duly appointed to transact business with the collector, pursuant to the provisions in that behalf of this act, to the same effect as the oath, distinctly referring to the invoice presented with such bill of entry, and signed by such owner, importer or consignee, or by his attorney and agent appointed as aforesoid, either in presence of the agent making the entry, who shall attest the signature, or of some justice of the peace or notary public, who shall attest the same.

90. Such declaration shall be kept by the collector; and if there be any willfully false statement in such declaration, the goods shall be liable to seizure and forfeiture in the same manner and with the same effect as if such false statement were contained in the oath, and the person making such false statement shall be subject to the same penalties, forfeitures, and criminal punishments as if he had himself taken the oath and had made such false statement therein; but such written declaration may

be dispensed with under the order of the governer in council, where it may be deemed advisable, in the interest of commerce, to dispense therewith.

91. The governor in council may prescribe the forms of oaths required under this act. Such forms may from time to time be repealed or amended, and the forms of oaths authorized by statute or by the governor in council at the time of the passing of this act shall continue to be the authorized forms until altered or dispensed with by the governor in council.

92. If any person makes, or sends, or brings into Canada, or causes or authorizes the making, sending, or bringing into Canada of any invoice or paper, used or intended to be used as an invoice for customs purposes, wherein any goods are entered or charged at a less price or value than that actually charged, or intended to be charged for them, no price or sum of money shall be recoverable by such person, his assigns or representatives, for the price or on account of the purchase of such goods, or any part of them, or on any bill of exchange, note, or other security (unless in the hands of an innocent holder for value without notice), made, given, or executed for the price of or on account of the purchase of such goods, or any part of such price.

93. The production or proof of the existence of any other invoice, account, document or paper made or sent by any person, or by his authority, wherein goods or any of them are charged or entered at or mentioned as bearing a greater price than that set upon them in any such invoice as in the next preceding section mentioned shall be *prima facie* evidence that such invoice was intended to be fraudulently used for customs purposes; but such intention, or the actual fraudulent use of such invoice, may be proved by any other legal evidence.

94. Any importer of goods into Canada, or any person on his behalf, who shall present or cause to be presented, with intent to make entry thereunder, any false or fraudulent invoice, such as described in the two next preceding sections shall be subject to a penalty equal in amount to the value of the goods represented in such invoice, and the goods shall also be seized and forfeited.

95. The collectors of customs at all ports in Canada shall retain and put on file, after duly stamping the same, all invoices of goods imported at such ports respectively, of which invoices they shall give certified copies or extracts, whenever called upon so to do by the importers, and such copies or extracts so duly certified by the collector or other proper officer, and bearing the stamp of the custom-house at which they are filed, shall be considered and received as authentic, and the collector shall be entitled to demand for each certificate a fee of 50 cents before delivering the same, but in no case shall an invoice be shown to or a copy thereof given to any person other than the said importer, or an officer of customs, except upon the order or subpœna of a proper court.

96. Any appraiser, or any collector acting as such, or the persons to be selected as hereinafter mentioned to examine and appraise any goods, if the importer, owner, consignee, or agent is dissatisfied with the first appraisement, may call before him or them and examine upon oath any owner, importer, consignee, or other person, touching any matter or thing which such appraiser or collector deems material in ascertaining the true value of any goods imported, and may require the production on oath of any letters, accounts, invoices, or other papers or account-books in his possession relating to the same.

97. If any person called, as provided in the next preceding section, neglects or refuses to attend, or declines to answer, or refuses to answer in writing (if required) to any interrogatories, or to subscribe his name to his deposition or answer, or to produce any such papers or account-books, as provided by the next preceding section, when required so to do, he shall thereby incur a penalty of $50; and if such person is the owner, importer, or consignee of the goods in question, the appraisement which the appraiser or collector acting as such shall make thereof shall be final and conclusive.

98. If any person willfully swears falsely in any such examination, and he is the owner, importer, or consignee of the goods in question, they shall be seized and forfeited; and all depositions or testimony in writing taken under either of the two next preceding sections shall be filed in the office of the collector at the place where the same are made or taken, there to remain for future use or reference.

99. If the importer, owner, consignee, or agent, having complied with the requirements of this act, is dissatisfied with the appraisement made, as aforesaid, of any such goods, he may forthwith give notice, in writing, to the collector, of such dissatisfaction, on the receipt of which notice the collector shall select two discreet and experienced persons, familiar with the character and value of the goods in question, to examine and appraise the same, agreeably to the foregoing provisions; and all invoices, entries, and other papers connected with the appraisement, and all evidence taken by or before the appraiser or collector of customs acting as such, and by or before the said persons, shall be transmitted without delay to the commissioner of customs, who, after due examination of the same, shall decide and determine the proper

rate and amount of duty to be collected and paid, and his decision shall be final and conclusive, and the duty shall be levied and collected accordingly.

100. The said persons appointed to appraise shall each be entitled to the sum of $5, to be paid by the party dissatisfied with the first appraisement, if the value ascertained by the second appraisement is equal to or greater than that ascertained by such first appraisement or if the value ascertained by such second appraisement exceeds by 10 per cent., or more, the value of the goods for duty, as it would appear by the invoice and bill of entry thereof; otherwise the same shall be paid by the collector out of any public moneys in his hands, and charged in his accounts.

101. Any person chosen to make an appraisement required under this act who, after due notice of such choice has been given to him in writing, declines or neglects to make such appraisement, shall, for so refusing or neglecting without good and sufficient cause, incur a penalty of $40 and costs.

102. If in any case the true value for duty of any goods, as finally determined under this act, or as determined in any action or proceeding to recover unpaid duties, exceeds by 20 per cent. or more the value for duty, as it would appear by the bill of entry thereof, then in addition to the duty payable on such goods, when properly valued, there shall be levied and collected upon the same a sum equal to one-half of the duty so payable; and in case the owner or importer refuses or neglects to pay the said duty and additional sum, the goods may be seized and forfeited.

103. The collector may, when he deems it expedient for the protection of the revenue and the fair trader, subject always to any regulations to be made by the governor in council in that behalf, detain and cause to be properly secured, and may at any time within fifteen days declare his option to take, and may take, for the Crown, any whole package or packages, or separate and distinct parcel or parcels, or the whole of the goods mentioned in any bill of entry, and may pay, when thereunto requested, to the owner or person entering the same, and out of any public moneys in the hands of such collector, the sum at which such goods, packages, or parcels are respectively valued for duty in the bill of entry, and 10 per cent. thereon, and also the fair freight and charges thereon to the port of entry, and may take a receipt for such sum and addition when paid.

104. The goods taken as provided in the next preceding section, shall (whether payment be requested by the owner or person entering the same, or not) belong to the Crown from the time they are so taken as aforesaid, and shall be sold or otherwise dealt with in such manner as shall be provided by any regulation in that behalf, or as the minister of customs shall direct; and the net proceeds of the sale of any such goods shall be applied first to the repayment to the consolidated revenue fund of the sum so paid to the owner or person entering such goods, and the remainder to or towards the payment of the lawful duty on the same.

105. If the net proceeds of any such sale exceeds the amount paid as aforesaid for the goods, and the amount of duty legally accruing thereon, then any part of the surplus, not exceeding 50 per cent. of such surplus, may under any regulation or order of the governor in council be paid to the collector, appraiser, or other officer concerned in the taking thereof, as a reward for his diligence.

106. The collector shall cause at least one package in every invoice or entry and at least one package in ten, if there be more than ten, in any invoice or entry, and so many more as he or any appraiser deems it expedient to examine for the protection of the revenue, to be sent to the examining warehouse, and there to be opened, examined, and appraised, the packages to be so opened being designated by the collector.

107. If any goods are found in any package which are not mentioned in the invoice or entry, such goods shall be seized and absolutely forfeited.

108. If any goods are found which do not correspond with the goods described in the invoice or entry, or if the description in the invoice or entry has been made for the purpose of avoiding payment of the duty or of any part of the duty on such goods, or if in any entry any goods have been undervalued for such purpose as aforesaid, such goods shall be seized and forfeited.

109. If the oath made with regard to any entry is willfully false in any particular—all the packages and goods included or pretended to be included, or which ought to have been included in such entry, shall be forfeited.

110. All the packages mentioned in any one entry, although some of such packages may have been delivered to the importer or any one on his behalf, shall be subject to the control of the customs authorities of the port at which they are entered, until such of the packages as have been sent for examination to the examining warehouse shall have been duly examined and approved; and a bond shall be given by the importer, conditioned that the packages so delivered shall not be opened or unpacked before the package or packages sent to the examining warehouse shall have been examined and passed as aforesaid.

111. Any package delivered without examination, or the goods, if lawfully unpacked, shall, if required by the collector of customs, be returned to the custom-house

within such time as may be mentioned in the bond, under the forfeiture of the penalty of such bond; provided, that the collector shall use due diligence in causing such examination to be made, and may, if he sees no objection, permit the remaining packages to be opened and unpacked as soon as those sent to the warehouse have been examined and approved.

112. The bond mentioned in the two next preceding sections may be a general bond covering the entries to be made by the importer for a period of twelve months from its date, and the penal sum shall be equal to the value of the largest importation made by the importer in question at any one time during the twelve months next immediately preceding; or if such importer has made no importations by which, in the opinion of the collector such penal sum can be properly fixed, the collector shall fix the amount thereof at such sum as he deems equitable.

113. The burden of proof that the proper duties payable with respect to any goods have been paid, and that all the requirements of this act with regard to the entry of any goods have been complied with and fulfilled, shall, in all cases, lie upon the party whose duty it was to comply with and fulfill the same.

114. The governor in council may, by regulation, direct that after any goods have been entered at the custom-house, and before the same are discharged by the officers and delivered into the custody of the importer or his agent, such goods shall be marked or stamped in such a manner or form as may be directed by such regulation for the security of the revenue, and by such officer as may be directed or appointed for that purpose.

115. When any person has occasion to remove from any port of entry to any other port or place, any goods duly entered, and on which the duties imposed by law have been paid, the collector or principal officer of the customs at such port on the requisition in writing of such person, within thirty days after the entry of such goods, specifying the particular goods to be removed, and the packages in which such goods are contained with their marks and numbers, shall give a permit or certificate in writing, signed by him, bearing date of the day it is made, and containing the like particulars, and certifying that such goods have been duly entered at such port and the duties paid thereon, and stating the port or place at which the same were paid, and the port or place to which it is intended to convey them, and the mode of conveyance, and the period within which they are intended to be so conveyed.

116. The warehousing ports already established and such ports of entry as the governor in council may from time to time appoint shall be warehousing ports.

117. The importer of any goods into Canada may enter the same for exportation, on giving security by his own bond with one sufficient security, for the exportation of the same goods, or may warehouse the same on giving such security by his own bond for the payment of the amount of all duties on such goods, and the performance of all the requirements of this act with regard to the same at such ports or places as aforesaid, and in such warehouses, and subject to such rules and regulations as may be from time to time appointed by the governor in council in that behalf, the penalty of the said bond to be double the amount of the duty to which such goods are subject.

118. During the regular warehouse hours, and subject to such regulations as the collector or proper officer of customs at any warehousing port sees fit to adopt, the owner of any warehoused goods may sort, pack, repack, or make any lawful arrangements respecting the goods warehoused, in order to the preservation or legal disposal thereof, and may take therefrom moderate samples, without present payment of duty or entry.

119. The owner of any warehoused goods may remove the goods under the authority of the collector or proper officer from any warehousing port to any other warehousing port in Canada, or from one warehouse to another in the same port, under good and sufficient bonds to the satisfaction of such officer.

120. Upon entry of goods at any frontier port or custom-house, under the authority and with the sanction of the collector or proper officer of customs at such port or custom-house, and under bonds to his satisfaction, and subject to such regulations as may be made in that behalf by the governor in council, the importer may pass the goods on to any port in any other part of Canada.

121. No transfer of the property in goods warehoused shall be valid for the purposes of this act unless the transfer be in writing signed by the importer or his duly authorized agent, or be made by process of law, and unless such transfer be produced to the collector or other proper officer of the proper port and be recorded by him in a book to be kept for that purpose in the custom-house. No such transfer of less than a whole package shall be valid, and no more than three transfers of the same goods shall be allowed before entry thereof for duty or for exportation.

122. Upon any such transfer of goods in warehouse being legally effected, as before provided, the proper officer may admit new security to be given by the bond of the new owner of the goods, and may cancel the bond given by the original bonder of such goods, or may exonerate him to the extent of the new security so given; and

the new owner of any such goods shall then be deemed to be the importer thereof for the purposes of this act.

123. All warehoused goods shall be finally cleared, either for exportation or home consumption, within two years from the date of the first entry and warehousing thereof; and, in default thereof, the collector or proper officer may sell such goods for the payment, first, of the duties, and, secondly, of the warehouse rent and other charges; and the surplus, if any, shall be paid to the owner or his lawful agent; and the collector or proper officer may charge or authorize the occupier of the warehouse to charge a fair warehouse rent, subject to any regulation made by the governor in council in that behalf.

124. The collector may, if he sees no reason to refuse such permission, permit an importer to abandon to the Crown any whole package or packages of warehoused goods, without being liable to pay any duty on the same; and the same shall then be sold and the proceeds shall belong to the Crown, provided, that if such goods cannot be sold for a sum sufficient to pay the duties and charges, such goods shall not be sold but shall be destroyed.

125. The governor in council may, by regulation, dispense with or provide for the canceling of bonds for the payment of duties on goods actually deposited in a customs warehouse, on such terms and conditions and in such cases as he thinks proper.

126. It shall not be lawful for any person to make, or any officer of customs to accept, any bond, note, or other document for the purpose of avoiding or deferring the actual payment of duties legally accruing on goods imported into Canada, nor to arrange for deferring payment of such duties in any way, unless such goods are entered for warehouse and duly deposited therein according to the laws and regulations governing the warehousing of such goods.

127. Any collector or other officer of customs who shall allow the payment of duties of customs to be avoided or deferred for any cause or consideration whatever, except by regular entry for warehouse, shall be and become liable to forfeit a sum equal to the full value of such goods, and in addition thereto the amount of duty accruing thereon, which shall be recoverable from him or his sureties, or either of them, in the exchequer court or any court of competent jurisdiction in Canada; and any goods on which payment of duty may have been so avoided or deferred shall be liable to seizure and be dealt with as goods unlawfully imported into Canada.

128. If any goods entered to be warehoused are not duly carried into and deposited in the warehouse, or, having been so deposited, are afterwards taken out of the warehouse, without lawful permit, or, having been entered and cleared for exportation from the warehouse, are not duly carried and shipped, or otherwise conveyed out of Canada, or are afterwards relanded, sold, used, or brought into Canada, without the lawful permission of the proper officer of the customs, such goods shall be seized and forfeited.

129. All goods taken out of warehouse shall be subject to the duties to which they would be subject if then imported into Canada, and not to any other.

130. The importer of any cattle or swine may slaughter and cure and pack the same (or if such cattle or swine are imported in the carcass, may cure and pack the same) in bond; and the importer of any wheat, maize, or other grain, may grind and pack the same in bond, providing such slaughtering, curing, grinding, and packing be done and conducted under such regulations and restrictions as the governor in council may, from time to time, make for that purpose; but the said regulations shall not extend to the substitution of other beef, pork, flour, or meal for the produce of such imported cattle or swine, wheat, maize, or other grain.

131. The importer or owner of any sugar, molasses, or other material from which refined sugar can be produced, may refine the same in bond, provided such refining be done and conducted under such regulations and restrictions as the governor in council may, from time to time, make for that purpose.

132. Duties shall be payable in all cases on the quantity and value of goods in the warehouse, as ascertained and stated on first entry, or as originally warehoused.

133. The unshipping, carrying, and landing of all goods, and the taking of the same to and from a customs warehouse or proper place after landing, shall be done in such manner, and at such places, as shall be appointed by the collector or proper officer of customs.

134. Unless otherwise provided by the governor in council, warehouse rent and expenses of safe-keeping in warehouse, and all expenses connected with the unshipping, carrying, and landing of goods and the taking of the same to and from a customs warehouse or proper place after landing shall be borne by the importer. If any such goods be removed from the place so appointed without leave of such collector or proper officer, they shall be seized and forfeited.

135. The governor in council may, from time to time, make regulations for the ex-warehousing of goods, either for consumption, removal, exportation, or ship's stores, in any quantity not less than a whole package as originally warehoused, unless the said goods be in bulk, and then in quantities not less than one ton in weight, except

when a less weight may be the balance remaining of the original entry thereof for warehouse.

136. If after any goods have been duly entered, or landed to be warehoused, or entered and examined to be rewarehoused, and before the same have been actually deposited in the warehouse, the importer further enters the same or any part for home use or for exportation as from the warehouse, the goods so entered shall be considered as warehoused or rewarehoused, as the case may be, although not actually deposited in the warehouse, and may be delivered and taken for home use or for exportation.

137. Upon the entry outwards of any goods to be exported from the customs warehouse, either by sea or by land, or inland navigation, as the case may be, the person entering the same shall give security by bond in double the duties of importation on such goods, and with a sufficient surety, to be approved by the collector or proper officer, that the same shall, when the entry afore said is by sea, be actually exported, and when the entry aforesaid is by land or inland navigation, shall be landed or delivered at the place for which they are entered outwards, or shall in either case be otherwise accounted for to the satisfaction of the collector or proper officer, and that such proof or certificate that such goods have been so exported, landed, or delivered, or otherwise legally disposed of, as the case may be, as shall be required by any regulation of the governor in council, shall be produced to the collector or proper officer within a period to be appointed in such bond; and if any such goods are not so exported or are fraudulently relanded in or brought into Canada, in contravention of this act and of the said bond, they shall be seized and forfeited, together with any vessel, boat, or vehicle in which they are so relanded or imported.

138. If within the period appointed by the said bond, there be produced to the proper collector or officer of customs the written certificate of some principal officer of customs or colonial revenue at the place to which the goods were exported, or if such place be a foreign country, of any British or foreign consul or vice-consul, resident there, stating that the goods were actually landed and left at some place (naming it) out of Canada, as provided by the said bond, such bond shall be canceled; in case it be proved to the satisfaction of the proper collector or officer of customs that the said goods have been lost, such bond may be canceled.

139. Any person making any entry outwards of goods from warehouse for exportation not being the owner or duly authorized by the owner thereof, or the master of the vessel by which they are to be shipped, shall, for each offense, forfeit $200.

140. Warehoused goods may be delivered as ships' stores for any vessel of the burden of 50 tons or upwards, bound on a voyage to a port out of Canada, the probable duration of which voyage out and home will not be less than thirty days; also for any vessel bound for and engaged in the deep-sea fishing, proof being first made by affidavit of the master or owner, to the satisfaction of the proper officer, that the stores are necessary and intended for the purposes aforesaid; provided that the minister of customs may define and limit the kind, quantity, and class of goods which may be so delivered as ships' stores. Should such stores or any part thereof be relanded, sold, or disposed of in Canada without due entry and payment of duty, such stores shall be seized and forfeited and the vessel for which the same were delivered from warehouse shall be seized and forfeited.

141. The master of every vessel bound outwards from any port in Canada to any port or place out of Canada, or on any voyage to any place within or without the limits of Canada, coastwise or by inland navigation, shall deliver to the collector or other proper officer an entry outwards under his hand, of the destination of such vessel, stating her name, country, and tonnage, the port of registry, the name of the master, the country of the owners, and the number of the crew; and before any goods or ballast are taken on board such vessel the master shall show that all goods imported in her, except such as were reported for exportation in the same vessel, have been duly entered, except that the proper officer may issue a stiffening order that such goods or ballast as may be specified therein may be laden before the former cargo is discharged. And before such vessel departs the master shall bring and deliver to the collector or other proper officer a content in writing under his hand of the goods laden and the names of the respective shippers and consignees of the goods, with the marks and numbers of the packages or parcels of the same, and shall make and subscribe a declaration to the truth of such content as far as any of such particulars can be known to him.

142. The master of every vessel, whether in ballast or laden, shall, before departure, come before the collector or other proper officer, and answer all such questions concerning the vessel, and the cargo, if any, and the crew, and the voyage, as may be demanded of him by such officer, and, if required, shall make his answers or any of them part of the declaration made under his hand, as aforesaid; and thereupon the collector or other proper officer, if such vessel is laden, shall make out and give to the master a certificate of the clearance of such vessel for her intended voyage with merchandise or a certificate of her clearance in ballast, as the case may be; and if there be merchandise on board, and the vessel is bound to any port in Canada, such clearance

shall state whether any and which of the goods are the produce of Canada, and if the goods are such as are liable to duties, whether the duties thereon have been paid; and in such case the master shall hand the clearance to the collector at the next port in Canada at which he arrives immediately on his arrival.

143. If any vessel departs from any port or place in Canada without a clearance, or if the master delivers a false content, or does not truly answer the questions demanded of him, or if, having received a clearance, such vessel adds to her cargo, or takes another vessel in tow, or performs any work without having mentioned in the report outwards the intention so to do, the master shall forfeit the sum of $400; and the vessel shall be detained in any port in Canada until the said penalty be paid.

144. The governor in council may, by regulation, dispense with any of the requirements of the two last preceding sections which he deems it inexpedient to enforce, with regard to vessels engaged in the coasting trade or inland navigation.

145. Before a clearance is granted to any vessel bound to a port or place out of Canada, the owners, shippers, or consignors of the cargo on board such vessel shall deliver to the collector or proper officer of customs entries of such parts of the cargo as are shipped by them respectively, and shall verify the same by oath; and such entries shall specify the kinds and quantities of the articles shipped by them respectively, and the value of the total quantity of each kind of articles, and whether the said goods are of Canadian or of foreign production or manufacture; and such oath shall state that such entry contains a full, just, and true account of all articles laden on board of such vessel by such owners, shippers, or consignors respectively; and that the values of such articles are truly stated according to their actual cost or the value which they truly bear at the port and time of exportation; and in case the goods so shipped or any part thereof be liable by law to any export duty, the amount of such duty shall be stated in such entry; and no such entry shall be valid, and no clearance shall be granted to such vessel until such duty is paid to the collector or proper officer of customs.

146. The owners, shippers, or consignors of any goods consigned to a port or place out of Canada, to be transported by railway or other land conveyance, shall enter the same for exportation at the custom-house nearest to the place of lading; and such entry shall specify the kinds and quantities of the articles laden by them respectively, and the proper name and description of the railway over which such goods are to be transported, or of any other conveyance to be used for the same purpose; and shall verify the same by oath, and such oath shall be of the same form and tenor as that required from owners, shippers, or consignors of goods to be transported by sea; and if any of such goods are liable by law to any export duty, such duty shall be clearly stated upon such entry, and no railway car or other vehicle upon which such goods are laden shall be permitted to leave the limits of the port at which such entry should have been made until such duty is paid to the collector or proper officer of customs, and if any such car or vehicle be taken out of the limits of such port, contrary to the provision of this section, the company or person so taking the same shall be liable to a penalty of not more than $400.

147. The owner, shipper, or consignor of any goods who shall refuse or neglect to make report and entry of the articles shipped or laden by them respectively, as required by the two last preceding sections, shall incur a penalty not exceeding $200 for each such offense.

148. The governor in council may, by regulations to be, from time to time, made in that behalf, require such further information with regard to the description, quantity, quality, and value of goods exported from Canada, or removed from one port to another in Canada, to be given to the proper officer of the customs, in the entry of such goods outwards or otherwise, as he deems requisite for statistical purposes, whether such goods be exported or removed by sea, land, or inland navigation.

149. No entry outwards nor any shipping warrant or warrant for taking goods from warehouse for exportation shall be deemed valid, unless the particulars of the goods and packages shall correspond with the particulars in the entry inwards, nor unless they shall have been properly described in the entry outwards, by the character, denomination, and circumstances under which they were originally charged with duty; and any goods laden or taken out of the warehouse by an entry outwards or shipping warrant not so corresponding or not properly describing them, shall be seized and forfeited.

150. If the owner of any goods be resident more than ten miles from the office of the collector at the port of shipment, he may appoint an agent to make his entry outwards and clear and ship his goods; but the name of the agent and the residence of the owner shall be subjoined to the name in the entry and shipping warrant; and the agent shall make the declaration on the entry which is required of the owner, and shall answer the questions that shall be put to him. Any trading corporation or company may appoint an agent for the like purpose.

151. The report for entry, inwards and outwards, required by this act, may, in the case of any steam vessel carrying a purser, be made by such purser with the like effect in all

erspects, and subject to the like penalty on the purser and the like forfeiture of the goods in case of any untrue report, as if the report were made by the master; and the word "master," for the purposes of this section, shall be construed as including the purser of any steam vessel; but nothing herein contained shall preclude the collector or proper officer of customs from calling upon the master of any steam vessel to answer all such questions concerning the vessel, passengers, cargo, and crew as might be lawfully demanded of him, if the report had been made by him, or to exempt the master from the penalties imposed by this act for failure to answer any such question, or for answering untruly, or to prevent the master from making such report if he shall see fit so to do.

152. Whenever the collector of customs at any port is satisfied that in such port as well as in the adjacent city or town and its vicinity, there does not exist an extraordinary, infectious, contagious, or epidemic disease, which could be transmitted by the vessel, her crew, or cargo, he may grant to any vessel requiring a bill of health a certificate, under his hand and seal, attesting the fact aforesaid, for which he shall be entitled to ask and receive a fee of one dollar.

153. If any person, with intent to defraud the revenue of Canada, smuggles or clandestinely introduces into Canada any goods subject to duty, or makes out or passes or attempts to pass through the custom-house any false, forged, or fraudulent invoice, or in any way attempts to defraud the revenue by evading the payment of the duty, or of any part of the duty on any goods, such goods shall be seized and forfeited; and every such person, his aiders and abettors shall, in addition to any other penalty or forfeiture to which he and they may be subject for such offense, be deemed guilty of a misdemeanor, and on conviction shall be liable to a penalty of not less than $50 and not more than $200, or to imprisonment for a term of not less than one month nor more than one year, or to both fine and imprisonment within the said limits, in the discretion of the court before whom the conviction is had.

154. If any person offers for sale any goods under pretense that the same are prohibited, or have been unshipped and run on shore, or brought in by land or otherwise without payment of duties, then and in such case all such goods (although not liable to any duties nor prohibited) shall be seized and forfeited, and every person offering the same for sale shall forfeit treble the value of such goods, or the penalty of $200, at the election of the prosecutor, which penalty shall be recoverable in a summary way, before any one or more justices of the peace; and in default of payment on conviction, the party so offending shall be committed to any of Her Majesty's jails for a period not exceeding sixty days.

155. If any person knowingly harbors, keeps, conceals, purchases, sells or exchanges any goods illegally imported into Canada (whether such goods are dutiable or not), or whereon the duties lawfully payable have not been paid, such person shall, for such offense, forfeit treble the value of the said goods, as well as the goods themselves.

156. If any two or more persons in company are found together, and they or any of them have any goods liable to forfeiture under this act, every such person having knowledge of the fact, shall be guilty of a misdemeanor, and punishable accordingly.

157. Any person who, by any means, procures or hires or induces any person or persons to be concerned in the landing or unshipping, or carrying or conveying any goods which are prohibited to be imported, or for the landing of which permission has not been granted by the collector or proper officer of customs, shall, for every person so procured or hired or induced, forfeit the sum of $100.

158. If any warehoused goods are concealed in or unlawfully removed from any customs warehouse in Canada, such goods shall be seized and forfeited, and any person concealing or unlawfully removing any such goods or aiding or abetting such concealing or removal, shall incur the penalties imposed on persons illegally importing or smuggling goods into Canada, and on discovery of such concealment or removal all goods belonging to the importer or owner of the concealed or removed goods then remaining in the same or any other warehouse, shall be placed under detention until the duty payable on the goods so concealed or removed and all penalties incurred by him shall have been paid; and if such duties and penalties are not paid within one month after the discovery of the concealment or removal of such goods, the goods so detained shall be dealt with in the same manner as goods unlawfully imported or smuggled into Canada.

159. If the importer or owner of any warehoused goods, or any person in his employ, by any contrivance opens the warehouse in which the goods are or gains access to the goods except in the presence of or with the express permission of the proper officer of the customs, such importer or owner shall for every such offense forfeit the sum of $100.

160. If any person by any contrivance gains access to bonded goods in a railway car, or to goods in a railway car upon which goods the customs duties have not been paid, or delivers such bonded or other goods without the express permission of the

proper officer of customs, such person shall for every such offense be liable to be imprisoned for any period not less than one month nor more than one year

161. Any person wilfully altering, defacing, or obliterating any mark, placed by any officer of customs, on any package of warehoused goods, or goods in transit, shall, for every such offense, forfeit the sum of $500.

162. All vessels with the guns, tackle, apparel, and furniture thereof, vehicles, harness, tackle, horses, and cattle made use of in the importation or unshipping or landing or removal of any goods liable to forfeiture under this act, shall be seized and forfeited; and every person assisting or otherwise concerned in importing, unshipping, landing, or removal, or in the harboring of such goods, or into whose hands or possession the same knowingly come, shall forfeit treble the value of such goods, or the penalty of $200 at the election of the party suing for the same; and the averment in any information or libel exhibited for the recovery of such penalty, that such party has elected to sue for the sum mentioned in the information or libel, shall be sufficient proof of such election, without any other evidence of the fact.

163. If any vessel is found hovering (in British waters) within one league of the coasts or shores of Canada, any officer of customs may go on board and enter into such vessels and stay on board such vessel while she remains within the limits of Canada or within one league thereof; and if any such vessel is bound elsewhere and so continues hovering for the space of twenty-four hours after the master has been required to depart by such officer of customs, such officer may bring the vessel into port and examine her cargo, and if any goods prohibited to be imported into Canada are on board, then such vessel with her apparel, rigging, tackle, furniture, stores, and cargo shall be seized and forfeited; and if the master or person in charge refuses to comply with the lawful directions of such officer or does not truly answer such questions as are put to him respecting such ship or vessel or her cargo, he shall forfeit and pay the sum of $400.

164. Every person proved to have been on board any vessel or boat liable to forfeiture for having been found within one league of the coasts or shores of Canada, having on board or attached thereto or conveying or having conveyed anything subjecting such vessel or boat to forfeiture, or who shall be proved to have been on board any vessel or boat from which any part of the cargo shall have been thrown overboard or destroyed, or in which any goods shall have been unlawfully brought into Canada, shall forfeit $100, provided such person shall have been knowingly concerned in such acts.

165. Officers of customs may board any vessel at any time or place and stay on board until all the goods intended to be unladen shall have been delivered; they shall have free access to every part of the vessel, with power to fasten down hatchways, the forecastle excepted, and to mark and secure any goods on board; and if any place, box or chest be locked, and the keys withheld, the officer may open the same. If any goods be found concealed on board they shall be seized and forfeited, and if any mark, lock, or seal upon any goods on board be wilfully altered, opened, or broken, before the delivery of the goods, or if any goods be secretly conveyed away, or if hatchways fastened down by the officer be opened by the master, or with his assent, the master shall forfeit $400, and the vessel may be detained until the said fine be paid, or satisfactory security be given for the payment thereof.

166. The collector or other proper officer of the customs may station officers on board any ship while within the limits of a port, and the master shall provide every such officer with suitable accommodation and food, under a penalty of $200.

167. If any person at any time forges or counterfeits any mark or brand to resemble any mark or brand provided or used for the purposes of this act, or forges or counterfeits the impression of any such mark or brand, or sells or exposes to sale, or has in his custody or possession, any goods with a counterfeit mark or brand, knowing the same to be counterfeit, or uses or affixes any such mark or brand to any other goods required to be stamped as aforesaid, other than those to which the same was originally affixed, such goods so falsely marked or branded shall be seized and forfeited, and every such offender, and his aiders, abettors or assistants, shall, for every such offense, forfeit and pay the sum of $200, which penalty shall be recoverable in a summary way, before any two justices of the peace in Canada; and in default of payment the party so offending shall be committed to any of Her Majesty's jails in Canada, for a period not less than two months and not exceeding twelve months.

168. If any person counterfeits or falsifies, or uses when so counterfeited or falsified, any paper or document required under this act, or for any purpose therein mentioned, whether written, printed, or otherwise, or by any false statement, procures such document, or forges or counterfeits any certificate relating to any oath, or declaration or affirmation hereby required or authorized, knowing the same to be so forged or counterfeited, such person shall be guilty of a misdemeanor, and being thereof convicted, shall be liable to be punished accordingly.

169. If any wilfully false oath, affirmation, or declaration be made in any case where, by this act, an oath, affirmation or declaration is required or authorized, the

party making the same shall be guilty of wilful and corrupt perjury, and liable to the punishment provided for that offense.

170. If any person required by this act or by any other law to answer questions put to him by any officer of the customs, refuses to answer or does not truly answer such questions, the person so refusing or not truly answering such questions, shall, over and above any other penalty or punishment to which he becomes subject, forfeit the sum of $400.

171. Every officer and person employed under the authority of any act relating to the collection of the revenue, or under the direction of any officer in the customs department, or being an officer of the said department, shall be deemed and taken to be duly employed for the prevention of smuggling; and in any suit or information, the averment that such party was so duly employed shall be sufficient proof thereof.

172. Any such officer or person as mentioned in the next preceding section, and any sheriff or justice of the peace, or person residing more than 10 miles from the residence of any officer of customs and thereunto authorized by any collector of customs or justice of the peace, may, upon information, or upon reasonable grounds of suspicion, detain, open and examine any package suspected to contain prohibited property or smuggled goods, or goods respecting which there has been any violation of any of the requirements of this act, and may go on board of and enter into any vessel or vehicle of any description whatsoever, and may stop and detain the same, whether arriving from places beyond or within the limits of Canada, and may rummage and search all parts thereof, for such goods; and if any such goods are found in any such vessel or vehicle, the officer or person so employed may seize and secure such vessel or vehicle, together with all the sails, rigging, tackle, apparel, horses, harness, and all other appurtenances which, at the time of such seizure, belong to or are attached to such vessel or vehicle, with all goods and other things laden therein or thereon, and the same shall be seized and forfeited.

173. Any officer or person in the discharge of the duty of seizing goods, vessels, vehicles, or property liable to forfeiture under this act, may call in such lawful aid and assistance in the Queen's name, as may be necessary for securing and protecting such seized goods, vessels, vehicles, or property; and if no such prohibited, forfeited or smuggled goods are found, such officer or person, having had reasonable cause to suspect that prohibited, forfeited, or smuggled goods would be found therein, shall not be liable to any prosecution or action at law for any such search, detention or stoppage.

174. Every master or person in charge of any vessel, and every driver or person conducting or having charge of any vehicle or conveyance, refusing to stop when required to do so by an officer of customs, or person employed as such, in the Queen's name, and any person being present at any such seizure or stoppage, and being called upon in the Queen's name by such officer or person to aid and assist him in a lawful way, and refusing so to do, shall forfeit and pay the sum of $200, which penalty shall be summarily recovered before any two justices of the peace in Canada, or before any judge or magistrate having the powers of two justices of the peace; and in default of payment the offender shall be committed to any jail in Canada, for a period not exceeding six months.

175. Any officer of customs having first made oath before a justice of the peace that he has reasonable cause to suspect that goods liable to forfeiture are in any particular building, or in any yard or other place, open or inclosed, may, with such assistance as may be necessary, enter therein at any time between sunrise and sunset, but if the doors are fastened, then admission shall be first demanded, and the purpose for which entry is required declared, when, if admission shall not be given, he may forcibly enter; and when in either case entry shall be made, the officer shall search the premises, and seize all goods subject to forfeiture; these acts may be done by an officer of customs without oath or the assistance of a justice of the peace, in places where no justice resides, or where no justice can be found within five miles at the time of search.

176 If any building be upon the boundary line between Canada and any foreign country, and there is reason to believe that dutiable goods are deposited or have been placed therein, or carried through or into the same, without payment of duties and in violation of law, and if the collector or proper officer of customs makes oath before any justice of the peace that he has reason to believe as aforesaid, such collector or officer shall have the right to search such building and the premises belonging thereto, so far as the same may be within the limits of Canada, and if any such goods be found therein the same shall be seized and forfeited; and any merchant or the person who shall have been guilty of a violation of the provisions of this section shall be punishable by a fine of not less than $200 nor more than $1,000.

177. Upon application by or on behalf of the attorney-general of Canada to the exchequer court of Canada, or any judge thereof in chambers, such court or judge shall grant a writ of assistance for such officer or officers of customs as may be named in the application. Such writ shall have force and effect over the whole of Canada,

unless upon the application of the attorney-general it be limited to some part or parts thereof. Such writ shall remain in force so long as any person named therein remains an officer of the customs, whether in the same capacity or not, or until such writ is revoked by the minister of customs.

178. Every writ of assistance granted before the coming into force of this act, under the authority of the acts hereby repealed shall remain in force, notwithstanding such repeal, as if such acts had not been repealed.

179. Under the authority of a writ of assistance any officer of the customs, or any person employed for that purpose with the concurrence of the governor in council, expressed either by special order or appointment or by general regulation, may enter at any time in the day or night into any building or other place within the jurisdiction of the court granting such writ, and may search for and seize and secure any goods liable to forfeiture under this act, and in case of necessity, may break open any doors and any chests or other packages for that purpose.

180. Any officer of customs, or person by him authorized thereunto, may search any person on board any vessel or boat within any port in Canada, or in any vessel, boat or vehicle entering Canada by land or inland navigation, or any person who may have landed or got out of such vessel, boat, or vehicle, or who may have come into Canada from a foreign country in any manner or way, provided the officer or person so searching has reasonable cause to suppose that the person searched may have goods subject to entry at the customs, or prohibited goods, secreted about his person; and whoever obstructs or offers resistance to such search, or assists in so doing, shall thereby incur a forfeiture of $100; and any person who may be on board of or may have landed from or got out of such vessel, boat, or vehicle, or who may have entered Canada from a foreign country in any manner or way, may be questioned by such officer, as to whether he has any such goods about his person, and if he denies having any such goods, or does not produce such as he may have, and any such goods are found upon him on being searched, the goods shall be seized and forfeited, and he shall forfeit treble the value thereof: *Provided*, That before any person can be searched, as aforesaid, such person may require the officer to take him or her before some police magistrate, justice of the peace, or before the collector or chief officer of the customs at the place, who shall, if he sees no reasonable cause for search, discharge such person; but if otherwise he shall direct such person to be searched; and if a female, she shall not be searched by any but a female; and any such magistrate or justice of the peace or collector of customs may, if there be no female appointed for such purpose, employ and authorize a suitable female person to act in any particular case or cases.

181. Any officer required to take any person before a police magistrate, justice of the peace, or chief officer of customs, as aforesaid, shall do so with all reasonable dispatch; and if any officer requires any person to be searched without reasonable cause, such officer shall forfeit and pay any sum not exceeding $40.

182. If any goods or property or vehicle, subject or liable to forfeiture under this act, or any other law relating to the customs, are stopped or taken by any police or peace officer, or any person duly authorized, such goods and property and vehicles shall be taken to the custom-house next to the place where the same were stopped or taken and there delivered to the proper officer authorized to receive the same within forty-eight hours after the same were stopped and taken.

183. If any such goods or property or vehicles are stopped or taken by such police or peace officer on suspicion that the same have been feloniously stolen, such officer shall carry the same to the police office to which the offender is taken, there to remain until and in order to be produced at the trial of the said offender; and in such case the officer shall give notice in writing to the collector or principal officer of Her Majesty's customs at the port nearest to the place where such goods have been detained, of his having so detained the said goods, with the particulars of the same, and immediately after the trial all such goods shall be conveyed to and deposited in the custom-house or other place appointed as aforesaid, and proceedings relative to the same shall be had according to law.

184. In case any police or peace officer, having detained such goods, neglects to convey the same to the custom-house, or to give notice of having stopped the same as before prescribed, such officer shall forfeit the sum of $100; and such penalty shall be recoverable in a summary way before any one or more justices of the peace or any police magistrate, and in default of payment the party so offending shall be committed to any of Her Majesty's jails for a period not exceeding thirty days.

185. If any person whatever, whether pretending to be the owner or not, either secretly or openly, and whether with or without force or violence, takes or carries away any goods, vessel, vehicle, or other thing which have been seized or detained on suspicion, as forfeited under this act, before the same have been declared by competent authority to have been seized without due cause, and without the permission of the officer or person having seized the same, or of some competent authority, such person shall be deemed to have stolen such goods, being the property of Her Majesty, and to be guilty of felony, and shall be liable to punishment accordingly.

186. If any person, under any pretense, either by actual assault, force, or violence, or by threats of such assault, force, or violence, in any way resists, opposes, molests, or obstructs any officer of customs, or any person acting in his aid or assistance, in the discharge of his or their duty, under the authority of this act, or any other law in force in Canada, relating to customs, trade, or navigation, or wilfully or maliciously shoots at or attempts to destroy or damage any vessel belonging to Her Majesty, or in the service of the Dominion of Canada, or maims or wounds any officer of the Army, Navy, marine, or customs, or any person acting in his aid or assistance while duly employed for the prevention of smuggling and in execution of his or their duty—or if, any person is found with any goods liable to seizure or forfeiture, under this act or any other law relating to customs, trade, or navigation, and carrying offensive arms or weapons, or in any way disguised, or staves, breaks, or in any way destroys any such goods, before or after the actual seizure thereof, or scuttles, sinks, or cuts adrift any vessel, or destroys or injures any vehicle or animal, before or after the seizure, or wilfully and maliciously destroys or injures, by fire or otherwise, any custom-house or any building whatsoever in which seized, forfeited, or bonded goods are deposited or kept, such person being convicted thereof, shall be adjudged guilty of felony, and shall be punishable accordingly.

187. If any officer of the customs, or any person who, with the concurrence of the minister of customs, is employed for the prevention of smuggling, makes any collusive seizure, or delivers up, or makes any agreement to deliver up or not to seize any vessel, boat, carriage, goods, or thing liable to forfeiture under this act, or takes or accepts a promise of any bribe, gratuity, recompense, or reward for the neglect or non-performance of his duty, such officer or other person shall be guilty of a misdemeanor, and, on conviction, forfeit for every such offense the sum of $500, and be imprisoned for a period not less than three months nor more than two years, and be rendered incapable of serving Her Majesty in any office whatever; and every person who gives, or offers or promises to give, or procure to be given, any bribe, recompense, or reward to, or makes any collusive agreement with, any such officer or person as aforesaid, to induce him in any way to neglect his duty, or to conceal or connive at any act whereby the provisions of this act, or any law relating to the customs, trade, or navigation, might be evaded, shall be guilty of a misdemeanor, and shall, on conviction, forfeit for every such offense the sum of $500, and be imprisoned for a period not less than three months nor more than two years.

188. All penalties and forfeitures incurred under this act, or any other law relating to the customs or to trade or navigation, may, in addition to any other remedy provided by this act or by law, be prosecuted, sued for, and recovered, with full costs of suit, in the exchequer court of Canada, or in any superior court having jurisdiction in that province in Canada where the cause of prosecution arises, or wherein the defendant is served with process; and if the amount of any such penalty or forfeiture does not exceed $200, the same may, in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, British Columbia, Manitoba, and Prince Edward Island, respectively, also be prosecuted, sued for, and recovered in any county court or circuit court having jurisdiction in the place where the cause of prosecution arises, or where the defendant is served with process.

189. All penalties and forfeitures imposed by this act, or by any other act relating to the customs or to trade or navigation, shall, unless other provisions be made for the recovery thereof, be sued for, prosecuted, and recovered, with cost, by Her Majesty's attorney-general of Canada, or in the name or names of the commissioner of customs, or some officer or officers of the customs, or other person or persons thereunto authorized by the governor in council, either expressly or by general regulation or order, and by no other party.

190. All penalties and forfeitures imposed by this act, or by any other law relating to the customs or to trade or navigation, may, in the Province of Quebec, be sued for, prosecuted, and recovered, with full costs of the suit, by the same proceeding as any other moneys due to the Crown, and all suits or prosecutions for the recovery thereof shall, in that province, be heard and determined in like manner as other suits or prosecutions in the same court for moneys due to the Crown, except that in the circuit court the same shall be heard and determined in a summary manner; but nothing in this section shall affect any provisions of this act, except such only as relate to the form of proceeding and of trial in such suits or prosecutions as aforesaid.

191. Any prosecution or suit in the exchequer court of Canada, or in any superior court or circuit court of a province, for the recovery of any penalty or forfeiture imposed by this act, or by any other law relating to the customs or to trade or navigation, may be commenced, prosecuted, and proceeded with in accordance with any rules of practice, general or special, established by the court for Crown suits in revenue matters, or in accordance with the usual practice and procedure of the court in civil cases in so far as such practice and procedure may be applicable, and wherever not applicable, then in accordance with the directions of the court or a judge in chambers

The venue in any such prosecution or suit may be laid in any county in the province, notwithstanding that the cause of prosecution or suit did not arise in such county.

192. Any judge of the court in which any prosecution or suit is brought for the recovery of any penalty or forfeiture as aforesaid may, upon being satisfied by affidavit that there is reason to believe that the defendant will leave the province without satisfying such penalty or forfeiture, issue a warrant under his hand and seal for the arrest and detention of the defendant in the common jail of the county, district, or place until he has given security (before and to the satisfaction of such judge or some other judge of the same court) for the payment of such penalty, with costs, in case judgment be given against him.

193. In any declaration, information, statement of claim, or proceeding in any such prosecution or suit, it shall be sufficient to state the penalty or forfeiture incurred, and the act or section under which it is alleged to have been incurred, without further particulars; and the averment that the person seizing was and is an officer of the customs shall be sufficient evidence of the fact alleged unless it be contradicted by some superior officer of the customs.

194. In every prosecution, information, suit, or proceeding brought under this act for any penalty or forfeiture, or upon any bond given under it, or in any matter relating to the customs or to trade or navigation, Her Majesty, or those who sue for such penalty or forfeiture, or upon such bond, shall, if they recover the same, be entitled also to recover full costs of suit; and all such penalties and costs, if not paid, may be levied on the goods and chattels, lands and tenements of the defendant, in the same manner as sums recovered by judgment of the court in which the prosecution is brought may be levied by execution, or payment thereof may be enforced by *capias ad satisfaciendum* against the person of the defendant under the same conditions and in like manner.

195. If in any case the attorney-general is satisfied that the penalty or forfeiture was incurred without intended fraud, he may enter a *nolle prosequi* on such terms as he may see fit, and which shall be binding on all parties; the entry of such *nolle prosequi* shall be reported to the minister of customs, with the reasons therefor.

196. In any prosecution, suits or other proceeding for the recovery of any penalty or forfeiture as aforesaid, or for an offense against this act or any other law relating to the customs, or to trade or navigation, the averment that the cause of prosecution or suit arose, or that such offense was committed, within the limits of any district, county, port, or place shall be sufficient, without proof of such limits, unless the contrary is proved.

197. If any prosecution or suit is brought for any penalty or forfeiture under this act, or any other law relating to the customs or to trade or navigation, and any question arises whether the duties have been paid on any goods, whether the same have been lawfully imported, or lawfully laden or exported, or whether any other thing hath been done by which such penalty or forfeiture would be avoided, the burden of proof shall lie on the owner or claimant of the goods, and not on the party bringing such prosecution or suit.

198. All vessels, vehicles, goods, and other things seized as forfeited under this act, or any other law relating to customs, or to trade or navigation, shall be placed in the custody of the nearest collector and secured by him, or if seized by an officer in charge of a revenue vessel, shall be retained on board thereof until her arrival in port, and shall be deemed and taken to be condemned, without suit, information, or proceedings of any kind, and may be sold, unless the person from whom they were seized, or the owner thereof, or some person on his behalf, within one month from the day of seizure, do give notice in writing to the seizing officer or other chief officer of the customs at the nearest port that he claims or intends to claim the same; and the burden of proof that such notice was duly given in any case shall always lie upon the person claiming.

199. Notwithstanding that no such notice has been given, proceedings for the condemnation of the things seized may be commenced and prosecuted to judgment.

200. So soon as proceedings have been commenced in any court for the condemnation of anything seized, notice thereof shall be posted up in the office of the clerk, registrar, or prothonotary of the court, and also in the office of the collector at the port at which the thing has been seized as aforesaid; and if it be a vessel, shall also be posted on a mast thereof, or on some other conspicuous place on board.

201. Any person desiring to claim anything seized after proceedings for condemnation thereof have been commenced must file such claim in the office of the clerk, registrar, or prothonotary of the court; such claim must state the name, residence, and occupation or calling of the person making it, and must be accompanied by an affidavit of the claimant or his agent having a knowledge of the facts, setting forth the nature of the claimant's title to the thing seized.

202. Before any claim can be filed the claimant shall give security to the satisfaction of the court or a judge thereof by bond in a penalty of not less than $200, or by a de-

posit of money not less than that sum, for the payment of the costs of the proceedings for condemnation.

203. If within one month after the last posting of the notice, under section 200, no claim to the thing seized be duly made, and security for costs given in accordance with the provisions of this act and of the practice of the court, judgment by default for the condemnation of the thing seized may, with the leave of the court or a judge thereof, be entered.

204. Any collector of customs may, as may also any court or judge having competent jurisdiction to try and determine the seizure, with the consent of the collector at the place where the things seized are, order the delivery thereof to the owner, on the deposit with the collector in money of a sum at least equal to the full duty-paid value (to be determined by the collector) of the things seized and the estimated costs of the proceedings in the case; and any sum or sums of money so deposited shall be immediately deposited in some bank appointed for that purpose by competent authority, to the credit of the receiver-general of Canada, there to remain until forfeited in due course of law or released by order of the minister of customs; and in case such seized articles are condemned, the money deposited shall be forfeited.

205. If the thing seized be an animal or a perishable article, the collector at whose port the same is may sell the same so as to avoid the expense of keeping it or to prevent its becoming deteriorated in value. The proceeds of such sale shall be deposited in some chartered bank to the credit of the receiver-general of Canada, and shall abide the judgment of the court with respect to the condemnation of the thing seized, in case proceedings for condemnation be taken in court, or shall become the property of Her Majesty, in case the thing seized becomes condemned without proceedings in court: Provided always, that the collector shall deliver up such animal or perishable article to the claimant thereof upon such claimant depositing with him a sum of money sufficent in the opinion of the collector to represent the duty-paid value of the thing claimed and the costs of any proceedings to be taken in court for the condemnation of the thing seized. The money so deposited shall be paid into some chartered bank to the credit of the receiver-general of Canada, and shall be dealt with in the same manner as above provided for in the case of the proceeds of a sale of such thing.

206. If notice of intent to claim has been given, and the value of the goods or thing seized does not exceed $100 and the prosecutor chooses to proceed under this section, he shall forthwith cause the goods to be valued by a competent appraiser, and if such appraiser certifies them to be under the said value, a summary information, in writing, may be exhibited in the name of the collector at or nearest to the place of seizure, or in the name of any officer authorized thereto by the minister of customs, before two justices of the peace, charging the articles seized as forfeited under some particular act and section thereof, to be therein referred to, and praying condemnation thereof; and the justices shall thereupon issue a general notice for all persons claiming interest in the seizure to appear at a certain time and place, there to claim the articles seized and answer the information, otherwise such articles will be condemned; and a copy of the notice shall, at least eight days before the time of appearance, be served upon the person from whose possession the things were taken, or shall be left at or affixed to the building or vessel in which they were seized, if any, and if there remaining, or at two public places nearest the place of seizure; if any person appears to answer the information, the justices shall hear and determine the matter in a summary manner and acquit or condemn the articles, but if no person appears, judgment of condemnation shall be given; and the justices, on condemnation, shall issue a warrant to the collector to sell the goods; and such two justices shall be deemed a court, and each of them to be a judge thereof, for the purposes of this act.

207. All prosecutions or suits for the recovery of any of the penalties or forfeitures imposed by this act, or any other law relating to the customs, may be commenced at any time within three years after the cause of prosecution or suit arose, but not after wards; and the vessels, vehicles, goods, or things forfeited shall be liable to forfeiture during the same period.

208. An appeal shall lie from a conviction by any magistrate, judge, justice or justices of the peace under this act in the manner provided by law from convictions in cases of summary conviction in that province in which the conviction was had, on the appellant furnishing security, by bond or recognizance with two sureties, to the satisfaction of such magistrate, judge, justice or justices of the peace, to abide the event of such appeal.

209. And an appeal shall also lie from the exchequer court of Canada, the superior, county, and circuit courts, respectively, in cases where the amount of the penalty or forfeiture is such that if a judgment for a like amount were given in any civil case an appeal would lie; and such appeal shall be allowed and prosecuted on like conditions and subject to like provisions as other appeals from the same court in matters of like amount.

210. If the appeal be brought by Her Majesty's attorney-general, or a collector or officer of the customs, it shall not be necessary for him to give any security on such appeal.

211. In any case in which proceedings have been instituted in any court against any vessel, vehicle, goods, or thing, for the recovery of any penalty or forfeiture under this act, or any law relating to the customs, trade, or navigation, the execution of any decision or judgment for restoring the thing to the claimant thereof shall not be suspended by reason of any appeal from such decision or judgment, provided the claimant gives sufficient security, to be approved of by the court, or a judge thereof, to render and deliver the thing in question, or the value thereof, to the appellant, in case the decision or judgment so appealed from be reversed.

212. All sales of goods forfeited or otherwise liable to be sold under this act shall be by public auction, and after a reasonable public notice, and subject to such further regulations as may be made by the governor in council; but in any case the minister of customs may order vessels, goods, vehicles, or things forfeited to be disposed of as he may see fit, instead of being sold by public auction.

213. The proceeds, after deducting expenses, shall, unless it be otherwise provided, belong to Her Majesty for the public uses of the Dominion; but the net proceeds, or any portion thereof, may be divided between and paid to the collector or chief officer of the customs at the port or place where the seizure was made, and the officer or officers by whom the seizure was made, or the information given which led to the seizure, and any person who has given information or otherwise aided in effecting the condemnation of the thing seized, in such proportions as the governor in council may in any case or class of cases direct and appoint; but nothing herein contained shall be construed to limit or affect any power vested in the governor in council or the minister of customs to make and ordain any other plan or system for the distribution of such net proceeds, or with regard to the remission of penalties or forfeitures imposed by this act or any other law.

214. When any goods have been seized or detained under any of the provisions of this act, or of any law relating to the customs, the importer or exporter thereof, and the owner or claimant thereof, shall immediately, upon being required so to do by the collector or other proper officer of customs of the port where the seizure or detention took place, produce and hand over all invoices, bills, accounts, and statements of the goods so seized or detained, and of all other goods imported into Canada by him at any time within three years next preceding such seizure or detention; and shall also produce for the inspection of such collector or other officer, and allow him to make copies of, or extracts from, all books of account, ledgers, day-books, cash-books, letter-books, invoice-books, or other books wherein any entry or memorandum appears respecting the purchase, importation, cost, value, or payment of the goods so seized or detained, and of all other goods as aforesaid.

215. If any person required under the next preceding section to produce and hand over invoices, bills, accounts, and statements, or to produce for inspection books of accounts, ledgers, day-books, cash-books, letter-books, invoice-books, and other books, or to allow copies or extracts to be made therefrom, neglects or refuses so to do, he shall incur a penalty of not less than $200 nor more than $1,000.

216. If in any prosecution, information, or suit respecting any seizure made under this act, or any law relating to the customs, decision or judgment be given for the claimant, and if the judge or court before whom the case has been tried or brought certifies that there was probable cause of seizure, the claimant shall not be entitled to any costs of suit, nor shall the person who made such seizure be liable to any action, indictment, or other suit or prosecution on account of such seizure; and if any action, indictment, or other suit or prosecution account of his making or being concerned in the making of such seizure, the plaintiff, if probable cause is certified as aforesaid, shall not be entitled to more than twenty cents damages nor to any costs, nor shall the defendant in such prosecution in such case be fined more than ten cents.

217. Goods claimed to be exempt from duty under any act relating to duties of customs shall, in the entry thereof, be described and set forth in the words by which they are described to be free in the act or schedule; and goods not answering such description shall be seized and forfeited; or if the collector deems it expedient, he may detain the goods and report the case for the action of the commissioner of customs and the decision of the minister of customs, as provided in this act.

218. When any vessel, vehicle, goods, or thing has been seized or detained under any of the provisions of this act or of any law relating to the customs, or when it is alleged that any penalty or forfeiture has been incurred under the provisions of this act, or of any law relating to the customs, the collector or the proper officer shall forthwith report the circumstances of the case to the commissioner of customs.

219. The commissioner may thereupon notify the owner or claimant of the thing seized or detained, or his agent, or the person alleged to have incurred the penalty or forfeiture, or his agent, of the reasons for the seizure, detention, penalty, or forfeiture, and call upon him to furnish, within thirty days from the date of the notice, such evi-

dence in the matter as he may desire to furnish. Such evidence may be by affidavit or affirmation, made before any justice of the peace, any collector of customs, any commissioner for taking affidavits in any court, or any notary public.

220. After the expiration of the said thirty days, or sooner if the person so called upon to furnish evidence so desires, the commissioner may consider and weigh the circumstances of the case, and report his opinion and recommendation thereon to the minister of customs.

221. The minister may thereupon give his decision in the matter, respecting the seizure, detention, penalty, or forfeiture, and the terms (if any) upon which the thing seized or detained may be released, or the penalty or forfeiture remitted; and if the owner or claimant of the thing seized or detained, or the person alleged to have incurred the penalty, signifies in writing, by himself or his agent, his acceptance of the decision, he shall be bound thereby, and the terms thereof may be enforced and carried out, and in any action, suit or proceeding to recover any money claimed by virtue of such decision the person accepting the same shall not be at liberty to set up that the thing seized was not liable to seizure or detention, or that he had not incurred any penalty or forfeiture.

222. But if the said owner, or claimant, or person, or his agent, within twenty days after having been notified of the decision, gives to the minister of customs notice in writing that such decision will not be accepted, or if such twenty days elapse without such decision being accepted, proceedings for the condemnation of the thing seized or for the enforcement of the penalty or forfeiture may be taken without delay.

223. If the said decision be accepted as by this act provided, and if the terms thereof be not forthwith complied with, the minister of customs may elect either to enforce the terms of the decision or to take proceedings for the condemnation of the thing seized, or for the enforcement of the penalty or forfeiture.

224. If a term of the decision be that the thing seized or detained be released upon payment of a sum of money, and if such money be not paid forthwith after acceptance of the decision, and if the minister elects to enforce the decision, such thing may be sold and the net proceeds applied towards payment of such sum, the balance (if any) to be handed over to the person entitled thereto. If such net proceeds be not sufficient to pay such sum the person accepting the decision shall be liable to pay the amount of the deficiency, and the same may be recovered from him as a debt due to Her Majesty.

225. If after acceptance of the decision, the person required thereby to pay any sum of money as a penalty or forfeiture, does not forthwith pay the same, the amount thereof may be recovered from him as a debt due to Her Majesty.

226. No action, suit, or proceeding shall be commenced, no writ shall be sued out against, nor a copy of any process served upon any officer of the customs or person employed for the prevention of smuggling as aforesaid, or upon any officer of customs for anything done in the exercise of his office, until one month after notice in writing has been delivered to him, or left at his usual place of abode, by the attorney or agent of the party who intends to sue out such writ or process, in which notice shall be clearly and explicitly contained the cause of the action, the name and place of abode of the person who is to bring such action, and the name and place of abode of the attorney or agent; and no evidence of any cause of such action shall be produced except of such as is contained in such notice, and no verdict or judgment shall be given for the plaintiff, unless he proves on the trial that such notice was given; and, in default of such proof, the defendant shall receive a verdict, or judgment and costs.

227. Any such officer or person against whom any action, suit, or proceeding is brought on account of anything done in the exercise of his office, may, within one month after such notice, tender amends to the party complaining, or his agent, and plead such tender in bar to the action, together with other pleas; and if the court or jury (as the case may be) find the amends sufficient, judgment or verdict shall be given for the defendant, and in such case, or in case the plaintiff becomes non-suited, or discontinues his action, or judgment is given for the defendant upon demurrer or otherwise, then such defendant shall be entitled to full costs of defense; the defendant, by leave of the court in which the action is brought, may, at any time before issue joined, pay money into court as in other actions.

228. Every such action, suit, or proceeding must be brought within three months after the cause thereof, and laid and tried in the place or district where the facts were committed; and the defendant may plead the general issue and give the special matter in evidence; and if the plaintiff becomes non-suited or discontinues the action, or if upon a demurrer or otherwise judgment is given against the plaintiff the defendant shall recover full costs of defense.

229. If in any such action, suit, or proceeding, the court or judge before whom the action is tried certifies upon the record that the defendant in such action acted upon probable cause, then the plaintiff in such action shall not be entitled to more than 20 cents damages nor to any costs of suit, nor in case of a seizure shall the person who

made the seizure be liable to any civil or criminal suit or proceeding on account thereof.

230. In addition to the purposes and matters hereinbefore or hereinafter mentioned, the governor in council may from time to time, and in the manner hereinafter provided, make regulations for or relating to the following purposes and matters:

(1) For the warehousing and bonding of such cattle and swine as may be slaughtered and cured in bond, and of such wheat, maize, and other grain as may be ground and packed in bond, and of such sugar as may be refined in bond.

(2) For the branding and marking of all duty-paid goods and goods entered for exportation, and for regulating and declaring what allowances shall be made for tare on the gross weight of goods.

(3) For declaring what shall be coasting trade, or inland navigation, respectively, and how the same shall be regulated in any case or classes of cases, and for relaxing or dispensing with any of the requirements of this act, as to vessels engaged in such trade, on any conditions which he may see fit to impose.

(4) For appointing places and ports of entry, and warehousing and bonding ports, and respecting goods and vessels passing the canals, and respecting the horses, vehicles and personal baggage of travelers coming into Canada, or returning thereto, or passing through any portion thereof.

(5) For regulating or restricting the importation of spirits, wine, and malt liquors, or other goods requiring to be weighed, gauged, or tested for strength or quantity, and limiting or prescribing the kind and capacity of packages in which the same may be imported, and the conveyances by which and the ports or places at which the same may be landed and entered.

(6) For exempting from duty any flour or meal or other produce of any wheat or grain grown in and taken out of Canada into the United States to be ground, and brought back into Canada within two days after such wheat or grain has been so taken out to be ground, or any boards, planks, or scantling, the produce of any logs or timber grown in and taken out of Canada into the United States to be sawn, and brought back into Canada within seven days after such logs or timber were so taken out to be sawn.

(7) For regulating the quantity to be so taken out or brought in at any one time by any party, and the mode in which the claim to exemption shall be established and proved.

(8) For authorizing the appointment of warehouses, and regulating the security which shall be taken from warehouse keepers, the forms and conditions subject to which goods are to be warehoused, the mode of keeping goods in warehouse, and of removing such goods therefrom, and the amount of warehouse rent or license fees.

(9) For extending either by general regulation or by special order, the time for clearing warehoused goods, and for the transport of goods in bond from one port or place to another.

(10) For regulating the form in which transfers of goods in warehouse or bond from one party to another shall be entered.

(11) For exempting goods from duty as being the growth, produce, or manufacture of Newfoundland, if such exemption be provided for by any act relating to Customs, and for regulating the mode of proving such exemption.

(12) For transferring to the list of goods which may be imported into Canada free of duty, any or all articles (whether natural products or products of manufactures) used as materials in Canadian manufactures, and any such materials transferred to the free list by such order in council, shall be free of duty of customs for the time therein appointed for that purpose; and for granting a drawback of the whole or part of the duty paid on articles which may have been used in Canadian manufactures; or for granting a certain specific sum in lieu of any such drawback.

(13) For appointing the manner in which the proceeds of penalties and forfeitures shall be distributed.

(14) For authorizing the taking of such bonds and security as he deems advisable for the performance of any condition on which any remission or part remission of duty, indulgence or permission is granted to any party, or any other condition made with such party, in the matter relating to the customs or to trade or navigation; and such bonds, and all bonds taken with the sanction of the minister of customs expressed either by general regulation or by special order, shall be valid in law, and upon breach of any of the conditions therof, may be sued and proceeded upon in like manner as any other bond entered into under this act or any other law relating to the customs.

(15) For any other purpose for which by this act, or any other law relating to the customs or to trade and navigation, the governor in council is empowered to make orders or regulations; it being hereby declared competent for him (if he deems it expedient) to make general regulations in any matter in which he may make a special order, and any such general regulation shall apply to each particular case within the extent and meaning thereof, as fully and effectively as if the same referred directly

to each particular case within the intent and meaning thereof, and the officers, functionaries, and parties had been specially named therein.

231. And whereas it frequently happens that goods are conveyed, directly through the Canadian canals or otherwise by land or inland navigation, from one part of the frontier line between the Dominion of Canada and the United States to another, without any intention of unlading such goods in Canada, and that travelers in like manner pass through a portion of Canada, or come into it, with their carriages, horses, or other cattle drawing the same, and personal baggage, with the intention of forthwith returning to the United States, or having gone to the United States from Canada, return to it with such articles, and though the bringing of such goods and other articles into Canada is strictly an importation thereof, it may nevertheless be inexpedient that duties should be levied thereon; with regard to all such cases as aforesaid, the governor in council may, from time to time, and as occasion may require, make such regulations as to him seem meet, and may direct under what circumstances such duty shall be or shall not be paid, and on what conditions it shall be remitted or returned, and may cause such bonds or other security to be given, or such precautions to be taken at the expense of the importer (whether by placing officers of the customs on board any such vessel or carriage or otherwise) as to him seem meet; and on the refusal of the importer to comply with the regulations to be so made, the duty on the goods so imported shall forthwith become payable; and all and every animal, vehicle, or goods of any kind, brought into Canada by any traveler, exempted from duty under such regulations or otherwise, shall, if sold or offered for sale in Canada, provided the duties thereon have not been previously paid, be held to have been illegally imported, and shall be seized and forfeited, together with the harness or tackle employed therewith or in the conveyance thereof.

232. In any regulation made by the governor in council, under this act, any oath or declaration may be prescribed and required which the governor in council deems necessary to protect the revenue against fraud, and any person or officer may be authorized to administer the same; and by any such regulation, a declaration may be substituted for an oath in any case where an oath is required by this act.

233. The governor in council may by proclamation or order in council, at any time, and from time to time, prohibit the exportation or the carrying coastwise or by inland navigation of the following goods: Arms, ammunition, and gunpower, military and naval stores, and any articles which the governor in council shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victual which may be used as food by man; and, if any goods so prohibited be exported, carried coastwise, or by inland navigation, or waterborne, or laden in any railway carriage, or other vehicle, for the purpose of being so exported or carried, they shall be seized and forfeited.

234. The governor in council may grant yearly coasting licenses to British vessels navigating the inland waters of Canada above Montreal, and may direct that a fee of fifty cents shall be payable for each such license, and that the master or person in charge of any vessel navigating the said waters, and not having a coasting license, shall, on entering any port in the Dominion with such vessel, pay a fee of fifty cents if such vessel is not over fifty tons burthen, and of one dollar if she is more than fifty tons burthen, to the collector on each entry, and a like fee of fifty cents, or one dollar, according to the burthen of the vessel, on each clearance of such vessel at any port: and such fees shall be payable accordingly before such vessel shall be entered or cleared; provided that the governor in council may reduce or readjust such fees, but may not increase them; and provided also, that vessels merely passing through any of the Canadian canals, without breaking bulk, shall not be liable to such fees.

235. All goods shipped or unshipped, imported or exported, carried or conveyed contrary to any regulation made by the governor in council, and all goods or vehicles and all vessels under the value of $400, with regard to which the requirements of any such regulations have not been complied with, shall be seized and forfeited, and if such vessel be of or over the value of $400, the master thereof shall, by such non-compliance, incur a penalty of $400, and the vessel may be detained until the said penalty is paid, or satisfactory security is given for the payment thereof; and any such forfeitures and penalties shall be recoverable and may be enforced in the same manner, before the same court and tribunal, as if incurred by the contravention of any direct provision of this act.

236. All general regulations made by the governor in council under this act, shall have effect from and after the day on which the same have been published in the Canada Gazette, or from and after such later day as may be appointed for the purpose in such regulations, and during such time as shall be therein expressed, or if no time be expressed for that purpose, then until the same are revoked or altered; and all such regulations may be revoked, varied, or altered by any subsequent regulation; and a copy of the Canada Gazette containing any such regulation shall be evidence of such regulation to all intents and purposes whatsoever.

237. Any copy of an order of the governor in council made in any special matter, and not being a general regulation, certified as a true copy by the clerk or assistant clerk of the Queens privy council for Canada, shall be evidence of such order to all intents and purposes whatsoever.

238. In every case where the person required to take any oath under any act or regulation relating to the customs, is one of the persons entitled by law to take a solemn affirmation instead of an oath in civil cases, such person may instead of the oath hereby required make a solemn affirmation to the same effect; and every person before whom any oath is, by any such act or regulation, required or allowed to be taken, or solemn affirmation to be made, shall have full power to administer the same; and the wilfully making any false statement in any such oath shall be perjury, and the wilfully making any false statement in such solemn affirmation shall be a misdemeanor punishable as perjury.

239. Whenever on the levying of any duty, or for any other purpose, it becomes necessary to determine the precise time of the importation or exportation of any goods, or of the arrival or departure of any vessel, such importation, if made by sea, coastwise, or by inland navigation in any decked vessel, shall be deemed to have been completed from the time the vessel in which such goods were imported came within the limits of the port at which they ought to be reported, and, if made by land or by inland navigation in any undecked vessel, then from the time such goods were brought within the limits of Canada; and the exportation of any goods shall be deemed to have been commenced from the time of the legal shipment of such goods for exportation, after due entry outwards, in any decked vessel, or from the time the goods were carried beyond the limits of Canada, if the exportation be by land or in any undecked vessel; and the time of the arrival of any vessel shall be deemed to be the time at which the report of such vessel was, is, or ought to have been made, and the time of the departure of any vessel to be the time of the last clearance of such vessel on the voyage for which she departed.

240. Although any duty of customs has been overpaid, or although after any duty of customs has been charged and paid, it appears or is judicially established that the same was charged under an erroneous construction of the law, no such overcharge shall be returned after the expiration of three years from the date of such payment, unless application for repayment has been previously made.

241. No refund of duty shall be allowed after the lapse of fourteen days from the time of entry, for any alleged misdescription of goods by the importer; and should any error of the kind be discovered by the importer while unpacking his goods, he shall immediately and without further interference with the goods, report the facts to the collector, in order that the same may be verified.

242. The governor in council may, under regulations to be made for that purpose, allow, on the exportation of goods which have been imported into Canada, and on which a duty of customs has been paid, a drawback equal to the duty so paid, with such deduction therefrom as may be provided in such regulations; and in cases to be mentioned in such regulations and subject to such provisions as may be therein made, such drawback or a specific sum in lieu thereof, may be allowed on duty-paid goods manufactured or wrought in Canada into goods exported there from as aforesaid; and the period within which such drawback may be allowed after the time the duty was paid shall be limited in such regulations.

243. All bonds and securities of what kind and nature soever authorized to be taken by any law relating to customs, trade, or navigation shall be taken to and for the use and benefit of Her Majesty, and such bonds shall be taken before the performance of any act or matter with regard to which the taking of any such bond or bonds is required.

244. All bonds, documents, and papers necessary for the transaction of any business at the respective custom houses or places or ports of entry in Canada, shall be in such form as the minister of customs shall from time to time direct.

245. Certificates and copies of official papers, certified under the hand and seal of any of the principal officers of the customs in the United Kingdom, or of any collector of colonial revenue in any of the British possessions in America or the West Indies, or other British possessions, or of any British consul or vice-consul in a foreign country, and certificates and copies of official papers made pursuant to this act or any act in force in Canada relating to the customs or revenue, shall be received as presumptive evidence in reference to any matter contained in this act or any act relating to the customs or on the trial of any suit in reference to any such matter.

246. Whenever any person makes any application to an officer of the customs to transact any business on behalf of any other person, such officer may require the person so applying to produce a written authority from the person on whose behalf the application is made, and in default of the production of such authority, may refuse to transact such business; and any act or thing done or performed by such agent shall be binding upon the person by or on behalf of whom the same is done or per-

formed, to all intents and purposes, as fully as if the act or thing had been done or performed by the principal.

247. Any attorney and agent duly thereunto authorized by a written instrument, which he shall deliver to and leave with the collector, may, in his said quality, validly make any entry, or execute any bond or other instrument required by this act, and shall thereby bind his principal as effectually as if such principal had himself made such entry or executed such bond or other instrument, and may take the oath hereby required of a consignee or agent, if he be cognizant of the facts therein averred; and any instrument appointing such attorney and agent shall be valid if in the form prescribed by the minister of customs.

248. Any partner in an incorporated company, association, or copartnership of persons, or their attorney and agent authorized as aforesaid, may, under the name and style usually taken by such company, association, or copartnership, make any entry or execute any bond or other instrument required by this act, without mentioning the name or names of any of the members or of the other members of the company or association or partnership, and such entry, bond, or instrument shall nevertheless bind them as fully and effectually, and shall have the same effect in all respects as if the name of every such member or partner had been therein mentioned and he had signed the same, and (if it be a bond or other instrument under seal) as if he had thereunto affixed his seal and had delivered the same as his act and deed; and the seal thereunto affixed shall be held to be the seal of each and every such member or partner as aforesaid; and the provisions of this section shall apply to any instrument by which any company, association, or partnership of persons appoint an attorney or agent to act for them under the next preceding section. The person who, under this section, makes any entry or executes any bond or instrument on behalf of any company, association, or partnership, shall, under the name and style usually taken by them, write his own name with the word "by" or the words "by their attorney," or words to the like effect, as the case may be, thereunto prefixed.

SCHEDULE.—*Acts repealed subject to the provisions made in section 3 of this act.*

1. The act passed in the fortieth year of Her Majesty's reign, chaptered ten, and entitled "An act to amend and consolidate the acts respecting the customs."

2. The act passed in the forty-fourth year of Her Majesty's reign, chaptered eleven, and entitled "An act to amend the act, fortieth Victoria, chapter ten, entitled 'An act to amend and consolidate the acts respecting the customs.'"

Analytical index, published by the customs department for use of collectors and officers of customs.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Abandoned goods: How dealt with	124	.....
Abatement of duties:		
See, also, Refund of duty on goods damaged by water, &c., on voyage of importation	53	.....
On goods damaged during course of transportation by land	54	.....
Act:		
Amendment of 40 Victoria, cap. 10, and its amendments	2	.....
Repeal of former, &c	3	.....
Administrator of estate: May make entry and take oath in certain cases	85	.....
Affidavit. (See Oaths.)		
Affirmation. (See Oaths.)		
Aiders and abettors:		
Concerned in evading payment of duty shall, in addition to penalty, &c., be deemed guilty of misdemeanor	153	.....
Liability for concealing or removing warehouse goods	158	.....
Allowance:		
What shall be regarded as an allowance for damage, &c	56	.....
For tare or draft to be regulated by governor in council	64	.....
See also	230	2
Amends: Officer, &c., may tender and plead in bar	227	.....
Animals:		
Detained for penalty for unlading goods without report, &c	39	.....
Seized, may be sold or delivered on deposit, &c	205	.....
Annapolis, Nova Scotia: Vessels entering, &c	51	.....
Appeal:		
From convictions before justice of the peace, magistrate, or judge	208	.....
And from other courts	209	.....
If brought by the Crown, not to give security	210	.....
Appraisement:		
Of goods damaged by water, &c., on voyage	53, 54	.....
Duty of appraiser *re* examination and assessment of damaged goods	55	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Appraisement—Continued.		
What shall not be regarded as evidence of damage, &c	56	.....
Percentage of damage to be deducted for duty	57	.....
Samples may be taken for	65	.....
Governor in council may appoint appraisers, local or Dominion	66	.....
Form of oath of appraiser	66	.....
Collector may act as appraiser without taking special oath	67	.....
Minister of customs may direct appraiser to attend at any port or place without taking new oath, &c	67	.....
Invoices representing cash value may be added to by appraiser	69	.....
Decision of appraiser as to class, &c., of sugar to be final, unless upon appeal to commissioner of customs within a certain time, &c	75	.....
Power of appraiser to examine on oath	96	.....
By collector or appraiser to be final in certain cases	97	.....
Importer, &c., dissatisfied, two persons to appraise and report to commissioner of customs, his decision to be final	99	.....
Remuneration of persons called in, and by whom to be paid	100	.....
Penalty on person refusing to act	101	.....
Bonus to appraiser, for diligence *re* goods taken for the Crown	105	.....
Appraiser to certify to undervaluation in certain cases	206	.....
Arms and ammunition: Governor in council may prohibit exportation of	233	.....
Army, navy, or marine officer: Punishment of persons for maliciously or willfully wounding any	186	.....
Articles:		
Manufactured from two or more materials, how classed	8	.....
Enumerated under more than one name, how rated for duty	9	.....
Perishable, &c., may be landed from vessel	36	.....
Assignee: May make entry and take oath in certain cases	85	.....
Association, &c.: Any partner in, or authorized attorney or agent, may execute bonds, without mentioning names of the other members	248	.....
Attorney or agent:		
Declaration to be attached to bill of entry	89	.....
Dissatisfied with appraisement, may appeal	99	.....
Requirements as to transfer of goods in bond	121	.....
To make declaration and answer all questions	150	.....
May ship and clear goods in certain cases	150	.....
To give one month's notice in writing for any action to be taken, &c	226	.....
To produce written authority to act, action of, then binding	246	.....
Duly authorized, may execute any bond or agreement, thereby binding principal	247	.....
Attorney-general:		
May apply for "writ of assistance"	177	.....
Unless otherwise provided for, all penalties, &c., will be sued for by the	189	.....
May enter a *nolle prosequi*	195	.....
Appealing, not to give security	210	.....
Auction: All sales of forfeited goods, &c., to be by public auction, unless otherwise directed	212	.....
Averment:		
To be sufficient evidence in certain cases	162	.....
In suit or information that officer was duly employed to be sufficient proof	171	.....
As to place where any act was done to be sufficient proof	196	.....
Baggage-master: Subject to a penalty for aiding in unlawful importations	24	.....
Banks:		
Certificate for rates of exchange required	12	2
In which deposits are made to credit of receiver-general must be chartered	204	.....
See also	205	.....
Bills of exchange: Not recoverable for goods entered under false invoice	92	.....
Bills of health: May grant, &c	152	.....
Bills of lading:		
Master of vessel must produce	28	.....
May be required by collector as further proof	46	.....
Bills of sight: Particulars of, and when allowed	79, 80	.....
Boat:		
Carrying goods and relanded in contravention of bond to be seized and forfeited	137	.....
Penalty on persons proved to have been on board smuggling	164	.....
Power of officer to search persons on board	180	.....
Penalty on officer for delivering and not seizing in certain cases	187	.....
Bonds:		
To be given by importer conditioning that packages delivered will not be opened until other packages are examined, &c	110	.....
Packages delivered without examination required to be returned to custom-house under forfeiture of penalty of such	111	.....
To be given by importer covering entries, to be made for a period of twelve months	112	.....
For entry for exportation, or for warehouse	117	.....
For removal of goods from one warehousing port to another	119	.....
For goods entered at frontier port and passing to another warehousing port	120	.....
New proprietor may give bond, that of original bonder to be canceled	122	.....
Governor in council may dispense with, or provide for the canceling of, for goods in warehouse	125	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Bonds—Continued.		
For purpose of deferring, &c., payment of duty not to be accepted	126	.....
To be given on entry for exportation from warehouse	137	.....
Upon what evidence to be canceled	138	.....
How costs may be levied for suits, &c., brought for recovery of penalty of	194	.....
For payment of costs, &c., required before filing claim	202	.....
Security by bond to be given on appeal from conviction, &c	208	.....
Governor in council may make regulations for taking bonds, &c	230	14
To be to Her Majesty's use, and when to be given	243	.....
Form of, to be at direction of minister	244	.....
Agent or attorney duly authorized may execute, &c	247	.....
Any partners or authorized agent or attorney may execute without mentioning names of the other members	248	.....
Books, &c.:		
Collector or appraiser may require production of, on oath	96	.....
Penalty for refusing to produce certain	97	.....
For entering transfers to be kept by collector	121	.....
To be produced if required by collector *re* seizures, &c	214	.....
Penalty on persons refusing, &c	215	.....
Branding or stamping:		
Of duty-paid goods before being delivered to importer	114	.....
Governor in council may make regulations for branding and marking duty-paid goods and goods entered for exportation	230	2
Brands: Penalty on persons counterfeiting	167	.....
Buildings:		
Power of officer to enter, &c	175	.....
On or near boundary line, may be searched, for smuggled goods deposited in	176	.....
May be searched by day or night	179	.....
Bullion, &c.: May be landed, &c	35	.....
Canada Gazette: All general regulations of governor in council to be published in, as also any revocation of any regulation	236	.....
Canada plates: Allowance for rust	56	.....
Cancellation of bonds:		
Governor in council may provide for	125	.....
What evidence may be taken for	138	.....
Cane juice: Subject to seizure and forfeiture for entry under wrong name	76	.....
Capias: May be enforced in certain cases	194	.....
Cargo:		
Storage of, not to be altered, &c	16	.....
Master of vessel to answer all questions *re*	142	.....
Owners of, to verify entry outwards by oath	145	.....
Master of steam vessels may be called to answer questions *re* pursers' report	151	.....
Of vessels found hovering and having prohibited goods on board to be seized and forfeited	163	.....
Penalty on persons assisting in destroying, throwing overboard, &c., smuggled goods	164	.....
Carriages:		
Forfeited if used in unlawfully importing goods	23	.....
Penalty on officer for delivering or not seizing in certain cases	187	.....
Cattle: Forfeited if used in unlawfully importing goods	23, 162	.....
Certificate:		.....
Of banks for rate of exchange, &c	12	2
Of consuls for values of depreciated currencies, &c	12	2
Of register must be on board importing vessel	38	.....
Fee of 50 cents for each, granted by collector	95	.....
To be granted for removal of duty-paid goods from port of entry to another	115	.....
Of landing required *re* goods exported from warehouse	137	.....
Upon what certificate bond may be canceled	138	.....
Of clearance to be given upon due entry outwards	142	.....
Of bill of health may be granted by collector on payment of a fee	152	.....
To be presumptive evidence in certain cases	245	.....
Charges:		
On goods taken to warehouse for want of entry, &c., to be borne by the owners	43	.....
For opening and repacking packages, contents unknown, to be borne by the importer	47	.....
For storage, &c., of goods unladen from damaged vessels, by whom payable	59	.....
Goods derelict, wreck, &c., may be sold to pay	62	.....
For packages, deduction from value for duty, not allowed	72	.....
For packing, straw, &c., deduction from value for duty, not allowed	73	.....
Governor in council may declare what shall be included in value for duty on sugar, sirups, molasses, &c	77	.....
Freight may be paid by collector, *re* goods taken for the Crown	103	.....
Goods over two years in warehouse may be sold for, &c	123	.....
Packages abandoned to be sold for, &c	124	.....
Warehouse, unshipping, landing, carrying, &c., to be borne by the importer	134	.....
Chief clerk:		
Of customs, attestation of invoice or bill of entry may be made before	87	.....
Of inside service, has power to administer oath and receive affirmation, &c	88	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Claimant:		
Onus of proof that goods have been duty paid to be on, in certain cases	167	
Affidavit by, to accompany claim after proceedings for condemnation have commenced	201	
To give security for costs, &c., before filing claim	202	
Execution of judgment for restoration to, of goods, &c., seized, not to be suspended	211	
Of goods seized to furnish certain books, papers, &c., if required	214	
Of goods seized to furnish evidence by affidavit, if required	219	
Accepting decision of minister to be binding	221	
Refusing to accept ministers' decision, proceedings to be taken	222	
Claims:		
Particulars of, for abatement of duty on damage by water, &c., to goods	53, 54, 55	
Particulars for making *re* goods lost, &c., before landing	58	
For goods, &c., seized and forfeited, notice to be made within a certain time	198	
For articles seized after proceedings for condemnations have commenced, how to be made and where to be filed	201	
Not to be valid unless security be given to pay costs, &c	202	
Not presented within one month from notice, judgment by default	203	
Notice of intent to, where value of article seized does not exceed $100	206	
For goods as exampt from duty, how to be described on entry, &c	217	
Clearance:		
Certificate of, to be given on due entry outwards	142	
Penalty for vessel leaving without, &c	143	
Requirements before granting	145	
Fee from vessels in certain cases	234	
Coast: Goods in bulk not to be broken within 3 leagues of, &c	16	
Coasting:		
Governor in council may declare what shall be a coasting voyage	37	
Governor in council may make regulations as to coasting trade of vessels, &c	144	
See also	230	
Governor in council may regulate fees, &c	234	
Coin: May be landed, &c	35	
Collector:		
Means collector of customs, &c	4	
To receive from masters of vessels, report of arrival, cargo, &c	25	
To receive from masters of vessels by inland navigation, report inwards	27	
May issue warrant for landing and storing of goods in sufferance warehouse	32	
Particulars of invoice required with bill of entry	41	
May grant permit for conveying goods further into Canada if required	42	
May appoint a secure place for storage of goods taken for default of entry, landing, or payment of duty, &c	43	
May require further proof of proper entry of goods	46	
May open and examine suspected packages	48	
Invoices showing proper quantity and value to be produced to	49	
May permit the warehousing of surplus stores of vessels for reshipment for future use, &c	50	
Duty of, *re* examination and assessment of goods damaged in course of importation	55	
What shall not be regarded as evidence of damage, &., by	56	
To deduct percentage of damage for duty	57	
May administer oath to witness *re* goods lost or destroyed before landing	58	
May allow cargo of damaged vessel to be landed and warehoused, &c	59	
May take samples	65	
May act as appraiser without taking special oath	67	
May add to invoices representing cash value	69	
May add to invoices any deductions made *re* drawback allowed in country of manufacture	70	
May allow goods to be landed on bill of sight, on deposit to cover duties	79, 80	
To demand certified invoices for perfecting entry	81	
Invoices attested on oath by owner to be produced to	82	
May require invoices attested on oath by owner and non-resident owner, &c	84	
Not to receive any evidence contradictory to invoice produced to him, &c	86	
Attestation of invoice or bill of entry may be made before	87	
Declaration of owner's representative to be kept by	89, 90	
To retain and file invoices, &c	95	
Power to examine on oath	96	
Appraisement by, to be final in certain cases	97	
To file, for future reference, depositions or testimony taken from persons swearing falsely	98	
Shall select two persons to appraise, &c	99	
Shall pay appraisers in certain cases	100	
May take goods for duty, paying value and 10 per cent	103	
May cause a certain number of packages in every entry to be opened, &c	106	
May require return of packages delivered without examination, &c	111	
To fix nature and amount of bond to be given by importer covering entries for a period of twelve months	112	
To grant a permit certifying that duties have been paid for removal of goods	115	
May allow owner to sort, repack, or take samples from goods in warehouse	118	
May make regulations for sorting, repacking, &c., in warehouse	119	

Analytical index published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Collector—Continued.		
May allow removal of goods from one warehouse to another, or from one warehousing port to another under bond	119	
May allow goods entered to pass to another warehousing port under bond, &c	120	
To enter transfers in a book kept for that purpose	121	
May admit of new security to be given by the bond of new owner, that of original bonder may be canceled	122	
May sell for duty or warehouse rent, goods in warehouse over two years	123	
May allow importer to abandon packages without payment of duty	124	
Subject to a penalty for allowing payment of duties to be deferred, &c	127	
Unshipping, landing, and carrying of goods shall be done in manner appointed by	133	
Security by bond for exportation from warehouse to be approved by	137	
Upon what evidence bond may be canceled by	138	
To require from master of vessel entry outwards	141	
Master of vessel to answer all questions, &c., by	142	
To receive entries outward verified by oath before granting clearance	145	
Not to allow cars or vehicles to leave port or limits without payment of export duty	146	
May permit agent to ship and clear goods in certain cases	150	
May call upon master to answer questions *re* report made by purser	151	
May grant bills of health	152	
May station officers on board any vessels or ships	166	
May search certain buildings on suspicion	176	
Party to be searched may demand to be brought before	180	
To appoint females to search females	180	
All goods, &c., seized as forfeited to be placed in custody of	198	
Notice of proceedings for condemnation to be posted up in office of, &c	200	
May deliver to owner articles seized on deposit equal to value and costs	204	
May sell animals or perishable articles seized or deliver to owner on deposit	205	
May sell goods, &c., for condemnation in certain cases	206	
May call for certain books, papers, &c., *re* seizures	214	
May detain for action of commissioner of customs goods misdescribed as exempt from duty	217	
To report to commissioner of customs all seizures, detentions, and penalties, and forfeitures incurred, &c	218	
Evidence by affidavit or affirmation may be made before	219	
Errors discovered while unpacking to be reported to, &c	241	
Commissioner of customs:		
May change decision of appraiser as to class which sugar belongs, &c., in certain cases	75	
Has power to administer oath and receive affirmations, &c	88	
To examine report, &c., and decide *re* appraisement by persons, his decision to be final	99	
May sue for penalties, &c	189	
Action to be taken by, for goods misdescribed as exempt from duty	217	
Collector or proper officer to report to, all seizures or detentions, and penalties and forfeitures incurred	218	
May call for evidence by affidavit *re* seizures, detentions, penalties, &c	219	
To report, &c., upon evidence, &c	220	
Company:		
Taking goods liable to export duty without proper entry, subject to a penalty	146	
Any trading, may appoint agent to ship and clear goods	150	
Any partner in, or authorized attorney or agent may execute bonds, &c	248	
Concealing:		
Smuggled or prohibited goods, penalty for	155	
Warehouse goods, &c., subject to seizure, &c	158	
Goods found on board vessel concealed, to be seized and forfeited	165	
Condemnation:		
Of goods, &c., seized by officer in charge of revenue vessel	198	
Want of notice, not to stay proceedings for	199	
Of articles seized, how to make claim after proceedings have commenced	201	
Security by bond or deposit required for payment of costs	202	
Of articles seized, judgment by default, for want of claim	203	
Deposit made on articles seized, &c., to be forfeited	204	
Proceedings for, on refusing minister's decision	222	
Proceedings for, or terms of decision enforced at election of minister	223	
Conductor:		
Meaning of the term	4	
Subject to a penalty for aiding, &c., in unlawful importations	24	
Must report trains with freight	33	
Subject to a penalty for false report, &c	33	
Penalty for refusing to stop when required by an officer of customs	174	
Consignee. (See Importer.)		
Consignors:		
To make verified entry of goods exported by vessel	145	
By railway or other land conveyance	146	
Penalty for refusing or neglecting to make report or entry outwards	147	

Analytical index published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Consul:		
Certificate of, for value of depreciated currency required	12	
Attestation of invoice, &c., may be made before any British or foreign	86	
British or foreign, or vice, may grant landing certificate, &c	138	
Corporation: Any trading, may appoint agent to ship and clear goods	150	
Costs of suit:		
For unpaid duties and penalties, recoverable	15	
Persons suing for the Crown to recover full	194	
Security by bond or deposit for payment of, in certain cases	202	
Claims under security for, and not presented within a certain time, judgment by default	203	
Articles seized may be delivered to owner on deposit equal to value and costs	204	
In default, of due notice for action, &c	226	
For discontinuance, demurrer, &c	227	
Of defense, by whom to be paid	228	
For plaintiff to be limited, if probable cause be certified	229	
Counterfeiting:		
Customs marks or brands, liability for	167	
Using counterfeit paper, &c., liability for	168	
Courts:		
In what court duties and penalties shall be recoverable, &c	15	
Evidence contradictory to invoice produced to collector not to be received in any court	86	
Copies of invoice may be given on order or subpœna from court	95	
In what court forfeitures shall be recoverable	127	
Persons convicted for misdemeanor to be fined or imprisoned, or both, at discretion of court	153	
In what, penalties and forfeitures shall be recoverable	188–194	
Security to be given to satisfaction of court for payment of costs	202	
Judgment of court by default for claims not presented within one month	203	
May order delivery of articles seized to owner on deposit, &c	204	
Two justices of the peace to be deemed court	206	
In what court appeals may be allowed, &c	209	
Security given for restoration of goods, &c., to be approved by court	211	
Judge of court, to certify in certain cases that there was no probable cause of seizure	216	
Verdict or judgment of court on finding amends of officer sufficient, &c	227	
In what court penalties, &c., for contravention of regulations are recoverable	235	
Crown goods:		
When liable to duty	63	
Collector may take for Crown any whole or separate packages, &c	103	
Goods taken for Crown, how dealt with	104	
Packages may be abandoned to the Crown for duty	124	
Curator: May make entry and take oath in certain cases	85	
Currency:		
In which duties, penalties, and forfeitures must be paid	12	
Depreciated, consul's cer-ificate of value to be given	12	2
Foreign, value to be fixed by governor in council	12	2
Custom-house:		
Goods exported must be reported at nearest, &c	19	
Goods must not be carried past, on pain of forfeiture, &c	20	
Vessels to be reported inwards on arrival from sea, &c., at	25	
Copy of report inwards furnished officer to be deposited in	26	
Vessels arriving by inland navigation to report at	27	
Vessels arriving with goods in transit to other ports to report at, &c	32	
Conductor of railway train to report at	33	
Goods arriving by land to be reported at nearest	34	
Goods, &c., landed after business to be reported at first opening of	36	
Goods entered inward at, and lost or destroyed before being landed, conditions for making claims, &c	58	
Certified copies and extracts of invoices to bear stamp of	95	
Packages delivered without examination shall, if required, be returned to	111	
Goods entered at, to be marked or stamped as directed by regulations	114	
Book for entering transfers to be kept by collector in	121	
Exportation of goods by railway or other land conveyance to be entered at nearest	146	
Goods, &c., liable to forfeiture, to be taken to	182	
Goods, &c., smuggled and stopped on suspicion of being stolen to be taken to	183	
Penalty on police officer neglecting to convey goods detained by him to	184	
Punishment of persons destroying, by fire or otherwise	186	
All bonds, documents, and papers to be in form directed by minister of customs	244	
Damage to goods:		
Allowance for, by water, &c., particulars for making claim	53	
Imported by land, during course of transportation, particulars	54 and 55	
What shall not be regarded as evidence, &c	56	
Percentage of damage to be deducted for duty	57	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Declaration. (See Oaths.)		
Deductions:		
From value by reason of drawback not allowed	70 and 71	
For value of packages not allowed	72	
For charges for packing, straw, &c., not allowed	73	
Defendant:		
About to leave province where suit is brought, &c., may be arrested	192	
Capias may be enforced against, in certain cases	194	
Upon demurrer, &c., entitled to full costs of action, &c	227	
To recover full costs of defense for discontinuance, &c., of action or suit by plaintiff	228	
If probable cause be certified upon record, damage and costs to be limited	229	
Demurrer: Costs for, on action or suit by whom payable	227	
Deposit:		
Taken to cover duty on goods by bill of sight, how dealt with	79 and 80	
May be taken as security for payment of costs, &c	202	
Articles seized may be delivered on	204	
Taken for delivery of articles seized, how dealt with	205	
Depositions:		
Penalty for refusing to subscribe name to, *re* appraisement of goods	97	
Testimony in writing taken from persons swearing falsely to be filed, &c	98	
Derelict, wrecked, &c.:		
Goods subject to duty	60	
Penalty for not reporting such goods	61	
Detention:		
Of vessel for breaking bulk, &c	16	
Of vessel, penalty or security for entering other port of entry	22	
Of vessel, penalty on master for untrue report, &c	29	
Of vessel, vehicle or animals, penalty for unlading goods without report, or untrue, &c	39	
Of goods taken for the Crown, how dealt with	103	
Of vessel, penalty on master for leaving without clearance, delivering false content, &c	143	
Of goods remaining in warehouse for payment of duties on goods concealed or unlawfully removed	158	
Of vessel, penalty on master for breaking hatches, lock, seal, &c., or secreting goods	165	
Of suspected packages	172	
Officer calling for assistance to detain vessels, vehicles, &c., on reasonable suspicion not liable to prosecution	173	
Police officer neglecting to convey goods detained by him to custom-house subject to penalty	184	
Of defendant by arrest, for leaving Province, &c	192	
Of vessel, vehicle, goods, &c., to be reported to commissioner of customs	218	
Distribution:		
Of penalties, &c., governor in council may regulate	213	
See also	230	13
Document:		
For purpose of deferring payment of duty, not to be accepted	126	
Liability for falsifying or counterfeiting certain	168	
Form of, to be at direction of minister	244	
Doors: May be broken open in certain cases	179	
Draft:		
Allowance for, to be regulated by governor in council	64	
See also	230	2
Drawback:		
Allowed in country of manufacture, to form part of value for duty	70	
Governor in council may regulate importations for special purposes, &c	78	
Governor in council may allow drawback on duty-paid goods and exported or manufactured in Canada, &c	242	
Driver: Of vehicle, &c., penalty for refusing to stop	174	
Duties of customs:		
To which act applies	5	
Governor in council may establish rates of, in certain cases	11	
Currency in which, must be paid	12	
Imposed according to specific quantity or value	13	
Must be paid to receiver-general	14	
A debt to Her Majesty, how recoverable, with costs	15	
Must be paid down unless goods are warehoused	42	
To be paid only at port of landing	45	
Collector may require further proof as to rating description, &c., for	46	
Abatement of, allowed for damage by water, &c., in certain cases	53	
Percentage of damage to be deducted for, &c	57	
Return of, on goods lost before landing, &c	58	
Goods sold for payment of repairs to vessel, or for charges, subject to	59	
Goods derelict, floatsam, jetsam or wreck or landed, or saved from stranded or wrecked vessels, subject to	60	
Goods derelict, &c., subject to forfeiture for non-payment of	61	
Goods derelict, &c., if not paid, within a certain time may be sold	62	
Crown, or exempted goods if sold, liable to	63	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Duties of customs—Continued.		
Goods passing in transit through another country, how valued for	74	
Deposit sufficient to cover, on goods entering by bill of sight, to be made	79–80	
Additional, in cases of undervaluation—seizure and forfeiture for non-payment	102	
Goods over two years may be sold for, &c	123	
Warehouse packages may be abandoned for, &c	124	
Bond, note, or other document, for the purpose of deferring, &c., payment of, not to be accepted	126	
Collector or other officer subject to a penalty for allowing payment of, to be avoided or deferred, &c	127	
Goods taken out of warehouse to be subject to duty at current rates	129	
Payable in all cases on quantity and value as stated on first entry when originally warehoused	132	
Entries inwards;		
Importer to enter within three days	40	
Particulars of	41	
Goods may be taken to warehouse in default of	43	
Of goods for another port, to be completed at that port	45	
Collector may require further proofs as to correctness of	46	
Not valid unless goods correspond with report	48	
Quantity and value to be always given in	49	
By bill of sight how and in what cases allowed	79	
Not deemed perfect unless certified invoice is produced, &c	81	
Invoice attested on oath to be produced with	82–85	
May be made by executor, curator, administrator or assignee	86	
Collector or other officer subject to a penalty for allowing payment of duty to be deferred, &c., except by regular	127	
Duties payable on quantity and value as stated on first entry, &c	132	
Of goods for warehousing, to be deemed warehoused for certain purposes	136	
Of goods misdescribed as being exempt from duty, to be seized and forfeited	217	
May be made by any partner, or authorized attorney or agent without mentioning the names of other members	248	
Entries outwards:		
Of goods exported from warehouse	137	
Parties not authorized, subject to a penalty for making	139	
Of vessels, particulars of	141	
To be delivered to collector before clearance is granted	145	
Particulars of, by railway or other land conveyance	146	
Of goods from warehouse must correspond with entry inwards	149	
May be made by agent in certain cases	150	
May be made by any partner or authorized attorney or agent without mentioning names of the other members	248	
Evidence:		
Contradictory to invoice not to be taken *re* value of goods	86	
Proof of existence of another invoice to be sufficient evidence of fraud	93	
Upon what evidence bond may be canceled	138	
Averment to be sufficient in certain cases	162	
Averment in suit or information that customs officer was duly employed to be sufficient	171	
By affidavit to be furnished in certain cases	219	
Commissioner to report on	220	
What only may be adduced in certain cases	226–228	
Copies of Canadian Gazette containing regulations to be	236	
Certified copies of orders in council to be	237	
Certain documents to be presumptive	245	
Examination:		
Goods removed from place appointed for, before being examined, liable to seizure, &c	20	
Of suspected packages, or contents of packages unknown to master, &c	31	
Regarding claims for damage by water, &c	53	
Of goods entered on bill of sight	79	
Penalty for false swearing on, *re* value of goods	98	
Collector, appraiser, &c., may order a certain number of packages in every entry for	106	
Provision as to packages delivered to importer before	110	
Packages delivered without, shall if required, be returned to the custom-house	111	
Of vessels found hovering, &c	163	
Execution of judgment:		
Of court for penalties, costs, &c., how enforced	194	
For restoring seized goods, &c., not to be suspended	211	
Executor: May make entry and take oath in certain cases	85	
Exemptions:		
Collector may require further proof before accepting entry, &c	46	
Crown or exempted goods if sold liable to duty	63	
Particulars for entry, liable to seizure for misdescription	217	
Expenses to be deducted from proceeds of forfeitures before distribution, &c	213	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Sub-section.
Exportation:		
Of goods must be reported at nearest custom-house, &c	19	.....
Goods may be entered for, without payment or duty	117	.....
Goods for, to be finally cleared within two years from warehouse or sold	123	.....
Goods taken out of warehouse for, and relanded, sold, &c., to be seized and forfeited	128	.....
Quantity of goods that may be taken out of warehouse for	135	.....
Bond to be given on entry for, of goods from warehouse	137	.....
Parties not authorized making entry for, from warehouse subject to a penalty	139	.....
By importing vessel	141	.....
What shall be considered the proper value for	145	.....
Verified entry required from vessel	145	.....
Verified entry required from railway or other land conveyance	146	.....
Entry outwards must agree with entry inwards	149	.....
Agent may enter goods for	150	.....
Exporter: Meaning of the term	4	.....
Fee:		
For granting certified copies or extract of invoices	95	.....
For granting bills of health	152	.....
For reporting and clearing in certain cases	234	.....
Felony:		
Persons taking away seized goods, to be adjudged guilty of	185	.....
Obstructing, assaulting, or resisting officers, &c., firing at Her Majesty's vessels, wounding persons in Her Majesty's service, having goods liable to seizure, and being armed or disguised, or destroying vessels, goods or any custom-house, &c., to be	186	.....
Females: To search females	180	.....
Fish: Fresh, may be landed before entry	35	.....
Fisheries: Vessels engaged in, may take warehoused goods as stores	14	.....
Flotsam, &c.:		
Goods subject to duty	60	.....
Penalty for not reporting	61	.....
Flour, regulations respecting grinding, &c., in bond, not to extend to the substitution of	130	.....
Forfeiture (see Penalty):		
Currency in which must be paid	12	.....
Of goods unladen before entry, &c	16	.....
Of goods carried past custom-house or removed from place appointed for examination	20	.....
Of vessel and goods, for entering other than a port of entry, except in certain cases	21	.....
Of goods unlawfully imported by land	23	.....
Of goods unlawfully imported by railway	24	.....
Car, to be detached from train, for containing smuggled goods	24	.....
Of goods found on board vessel, or landed, and not reported	30	.....
Of prohibited goods found in packages for exportation, or for importation to another port, &c	31	.....
Conductor subject to, for false report, &c	33	.....
For violations of coasting regulations	37	.....
Of goods, and penalty, on master, for unlading of goods without report, &c.	39	.....
Of goods landed without due entry, &c	44	.....
Of goods not correeponding with report, &c., conveyed beyond port of entry, misdescribed, &c	48	.....
Of goods and penalty on person for having in his possession goods derelict, jetsam, floatsam, or wreck, without reporting, &c	61	.....
Of crown or exempted goods, sold without entry or payment of duty	63	.....
Of sirups entered under wrong names	76	.....
Of goods, and penalty, on person for false statement in declaration on entry	90	.....
Of goods, and penalty, for presenting false invoice	94	.....
Of goods, for false swearing	98	.....
Of goods, for non-payment of additional duties	102	.....
Of goods, found in package and not mentioned in invoice or entry	107	.....
Of goods, found not corresponding with invoice or entry, or fraudulently undervalued	108	.....
Of all goods and packages in entry, for wilfully false oath	109	.....
Packages delivered without examination to be returned under forfeiture of penalty of bonds, &c	111	.....
Collector or other officer subject to, for allowing payment of duty to be deferred, &c	127	.....
Of goods entered to be, but not warehoused, taken out for exportation and relanded	128	.....
Of goods removed without permission from collector &c	134	.....
Of goods relanded, &c., in contravention of bond, together with vessel	137	.....
On parties not authorized for making entry outwards from warehouse	139	.....
Of ships' stores delivered from warehouse and relanded without due entry, together with vessel	140	.....
On master of vessel for leaving without clearance, delivering false content, &c	143	.....
Of goods exported from warehouse and not agreeing with entry inwards	149	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Sub-section.
Forfeiture (see Penalty)—Continued.		
Of goods for untrue report of purser	151	.....
Of goods smuggled or passed under false invoice	153	.....
For offering for sale goods pretended to be smuggled, &c	154	.....
Of smuggled goods found on two or more persons in company, &c	156	.....
Of goods concealed or unlawfully removed from warehouse, and all goods of same importer liable	158	.....
Of vessels, vehicles, horses, harness, cattle, &c., used in conveying, unshipping, or removing goods liable to forfeiture	162	.....
Of vessel and cargo found hovering in British waters with contraband goods on board	163	.....
Of goods found concealed in vessels	165	.....
Of goods falsely marked or branded	167	.....
Of vessels, vehicles, &c., that contraband goods have been found on, &c	172	.....
Of goods, and building to be removed in certain cases	176	.....
Goods liable to, to be taken to custom-house	182	.....
Of vessels, vehicles, goods, &c., seized, to be condemned if not claimed within a certain time—notice of claim required	198	.....
Of money deposited on articles seized and condemned	204	.....
Of goods misrepresented as exempt from duty	217	.....
Incurred to be reported to commissioner of customs	218	.....
Persons having incurred required to furnish evidence by affidavit in certain cases	219	.....
For contravention of any regulation of governor in council	231–235	.....
Of vessel for non-compliance with regulations if value under $400	235	.....
Forging: Customs marks or brands, liability for	167	.....
Freight and charges may be paid by collector *re* goods taken for the Crown	103	.....
Governor in council:		
May declare rate of duty in certain cases	11	.....
May fix foreign currencies	12	.....
Duties of customs subject to order of, &c	14	.....
May appoint ports and places of entry, and increase, diminish, or alter positions, &c	17	.....
May establish regulations respecting the exportation of goods	19	.....
May appoint sufferance wharves and warehouses	32	.....
May authorize importation of goods carried by vessel not registered	38	.....
May name security and precaution for transport of goods landed at one port and intended for another	45	.....
May appoint appraisers, local or Dominion	66	.....
May make provisions as to goods merely passing through country	74	.....
Has power to declare what charges shall be included *re* value of sugar, sirups, molasses, &c	77	.....
Has power to interpret, limit, or extend meaning of conditions *re* importations free of duty for special purposes	78	.....
May make regulations to perfect entry without invoice	81	.....
May make provisions *re* invoices to be attested to on oath, &c	82	.....
May appoint additional officers to administer oath, &c., and may by order in council relax or dispense with certain provisions, &c	88	.....
May dispense with written declarations in certain cases	90	.....
May alter form of oaths, &c	91	.....
May make regulations regarding goods taken for the Crown	103	.....
May order part proceeds of sales of goods taken for the Crown payable to collector, appraiser, or other officer	105	.....
May direct use of certain marks and stamps	114	.....
May appoint warehousing ports in addition to those already established	116	.....
May make regulations respecting goods in warehouse	117	.....
May make regulations respecting goods entered at frontier port and passing to another warehousing port	120	.....
May make regulations *re* warehouse rent	122	.....
May make regulations dispensing with or providing for the canceling of bonds for goods in warehouse	125	.....
May make regulations for slaughtering cattle or swine, and grinding wheat, maize, or other grain in bond	130, 230	1
May make regulations for refining sugar and molasses in bond	131	.....
May make provisions *re* warehouse rent and expenses connected with unshipping, &c., of goods	134	.....
May make regulations for the ex-warehousing of goods	135	.....
May require proof of export from warehouse	137	.....
May make regulations as to coasting trade of vessels, &c	37–144, 230	3
May require statistical information as to exports	148	.....
May regulate, &c., powers given for effective searching by day or night	179	.....
May authorize officers, &c., to sue for penalties, &c	189	.....
May make regulations for the disposal of goods, &c., other than by public auction	212	.....
May regulate distribution of penalties, &c., and remit penalties and forfeitures	213	.....
May make regulations for—		
Branding and marking duty-paid goods and goods entered for exportation, and regulating or declaring allowances for tare	230	2

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Governor in council—Continued.		
May make regulations for—		
Appointing ports and places of entry and warehousing and bonding ports, and respecting goods and vessels passing the canals, horses, vehicles, and travelers' baggage, coming in or passing through Canada	230	4
Regulating or restricting the importation of spirits, wine, and malt liquors	230	5
Exempting produce of grain or timber grown in Canada from duty in certain cases	230	6 and 7
Authorizing appointment of warehouses, regulating security to be taken from keepers of, forms and conditions subject to rent or license fee, &c	230	8
Extending time for clearing warehoused goods, and for transport of bonded goods from one port to another, &c	230	9
Regulating forms transferring goods in bond	230	10
Exempting goods from duty as being the growth, produce, or manufacture of Newfoundland, &c	230	11
Transferring certain materials for Canadian manufacture to the free list, or granting drawback thereon, &c	230	12
Distribution of penalties and forfeitures	230	13
To authorize taking of bonds, &c	230	14
General regulations of, to have effect of special order in cases to which they apply	230	15
May make regulations as to passing of goods through Canadian canals, &c.	231	.....
May, by regulations, require certain oaths or declarations	232	.....
May prohibit the exportation of certain goods	233	.....
May regulate coasting fees, &c	234	.....
Penalty for contravention of any regulation by	235	.....
All regulations of, to be published in Canada Gazette, as also revocation of any regulation	236	.....
Certified copy of orders of, by clerk or assistant of Queen's privy council, for Canada, to be evidence	237	.....
May allow remission of duty on goods exported or manufactured in Canada.	242	.....
Grain: May be ground in bond	130	.....
Gratuity: Penalty on officer for accepting, for neglect or non-performance of duty	187	.....
Great Bras d'Or: Vessels entering, where to report, &c	52	.....
Grinding: Of wheat, maize, or other grain in bond	130–230	.....
Gauge: Allowance for, to be fixed by the governor in council	64	.....
Gunpowder: Governor in council may prohibit exportation of	233	.....
Holiday, statutory: No goods to be unladen on, except in certain cases	16–32	.....
Home consumption:		
Goods in warehouse for, &c., to be finally cleared within two years or sold.	123	.....
Quantity of goods to be taken out of warehouse at one time for	135	.....
Goods entered for warehouse but not actually deposited in, may be taken for	136	.....
Horses:		
Forfeited if used in unlawfully importing goods	23	.....
And harness used in carrying forfeited goods to be forfeited	162–172	.....
Importation:		
By vessel, when goods may be unladen, &c	16	.....
Of goods, must be at a regular port of entry	18	.....
Of goods, must not be carried past custom house on pain of forfeiture	20	.....
Of goods by vessel, and entering other than a port of entry, to be forfeited.	21	.....
Goods forfeited if unlawfully imported by land	23	.....
Goods forfeited if unlawfully imported by railway	24	.....
Of goods at one port intended for another, how dealt with	31	.....
In transit to other ports, how dealt with	32	.....
Of goods by land, particulars of report	34	.....
Of goods by vessel not registered	38	.....
Within what time entries shall be made	40	.....
Not corresponding with report, conveyed beyond port of entry, misdescribed, or unauthorized, &c., to be forfeited	48	.....
Governor in council may make regulations regulating or restricting the importation of spirits, wines, and malt liquors	230	5
Of goods time, how defined	239	.....
Importer, consignee, or owner, &c:		
Meaning of the term	4	.....
Of goods by sea or land to make due entry within a certain time	40	.....
Goods taken to warehouse in default of entry, &c., to be at risk and charge of	43	.....
To bear expense of opening and repacking packages contents unknown to him	47	.....
Entering by bill of sight, how and in what cases allowed	79	.....
Invoice to be attested on oath by	82	.....
In case there is more than one	83	.....
Invoice if required, must be attested by oath of owners as well as by non-resident owners	84	.....
Provision for death, bankruptcy, &c	85	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Importer, consignee, or owner, &c.—Continued.		
Only to take oath in certain cases	89	.....
Subject to a penalty for presenting false invoice, &c	94	.....
May be examined on oath by collector or appraiser	96	.....
Refusing to attend, testify, or produce certain books, &c., subject to a penalty	97	.....
Dissatisfied with appraisement may appeal	99	.....
Goods subject to seizure and forfeiture for non-payment of additional duties	102	.....
Provision as to packages delivered to, before examination	110	.....
Particulars of bond to be given by, covering entries to be made for a period of twelve months	112	.....
Duty-paid goods to be branded or stamped before being delivered to	114	.....
May enter goods for exportation or warehouse without payment of duty	117	.....
May sort, repack, or take samples of goods in warehouse	118	.....
May remove goods from one warehousing port to another, or from one warehouse to another	119	.....
May upon entry of goods at a frontier port, &c., pass them to another warehousing port under bond	120	.....
May abandon packages for duty	124	.....
To pay warehouse rent and other expenses of unshipping, landing, and carrying of goods	134	.....
May appoint agent to ship and clear goods	150	.....
Onus of proof that duties have been paid to be on owner in certain cases	197	.....
Of goods seized, to furnish certain books, papers, &c., if required	214	.....
Should report to collector any error, &c., in description of goods	241	.....
Oath of consignee may be taken by attorney or agent	247	.....
Imprisonment:		
Of persons for aiding, &c., in unlawful importations	24	.....
And fine on conviction for misdemeanor	153	.....
For non payment of penalty, on conviction	154	.....
For gaining access or delivering goods from bonded cars, &c., without permit	160	.....
For non-payment of penalty for counterfeiting marks or brands	167	.....
For non-payment of penalty imposed for refusing to assist	174	.....
Of police officer for non-payment of penalty	184	.....
And fine of persons found guilty of misdemeanor	187	.....
Indictment: Persons making seizures, not liable to	216	.....
Information:		
Averment that officer was duly employed to be sufficient proof of certain cases	171	.....
Persons authorized to search on	172	.....
What shall be sufficient, in suit, &c., penalties and forfeitures	193	.....
Suit, &c., brought under, for the Crown to recover full costs	194	.....
Goods seized in certain cases to be condemned without	198	.....
Summary, in writing may be exhibited in name of collector, in certain cases	206	.....
Distribution of seizures, &c., on	213	.....
Inspector of customs ports: Has power to administer oath and receive affirmation, &c	88	.....
In transit:		
Goods by vessel, for other ports, how dealt with	32	.....
Goods by railway, conductor to report, &c	33	.....
Goods merely passing through other country, how valued for duty	74	.....
Penalty for altering marks on goods	161	.....
Invoices:		
To be delivered to collector with bill of entry, &c., signed by party from whom goods purchased	41	.....
Particulars of, required on making entry	41	.....
Collector may require further proof by production of	46	.....
To be produced to the collector	49	.....
Representing cash value may be added to by collector	69	.....
Drawback allowed in country of manufacture, if deducted from, to be added, &c	70	.....
No deductions from, for value of packages allowed on	71	.....
Not being obtainable, sight entry may be made	80	.....
Certified, must be produced before perfecting entry, except in certain cases	81	.....
To be attested on oath by owner of goods	82	.....
Also by oath of importer and non-resident owner, &c	83, 84	.....
No evidence contradictory to invoice to be received, &c	86	.....
Party making or authorizing false, cannot recover any part or price of goods	92	.....
Proof of existence of another to be evidence of fraud	93	.....
Penalty for presenting false	94	.....
To be retained and filed by collector	95	.....
Certified copies or extracts, to be evidence, &c	95	.....
Collector or appraiser may require production of, on oath	96	.....
To be produced when called for by collector, reseizures, &c	214	.....
Iron: No allowance or duty refunded for rust, &c	56	.....
Interpretation of terms	4	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Jetsam, wreck, &c.:		
Goods subject to duty	60	.....
Penalty for not reporting	61	.....
Judge:		
Of exchequer court, may grant writ of assistance	177	.....
As to procedure in suits, &c , for recovery of penalties, &c	191	.....
May issue warrant for arrest of defendant about to leave province	192	.....
Security to be given to satisfaction of, for payment of costs, &c	202	.....
May order delivery of articles seized to owner on deposit, &c	204	.....
Justice of peace to be a judge in certain cases	206	.....
Appeal from conviction before, &c	208	.....
Security given for restoration of goods, &c., to be approved by	211	.....
To certify as to probable cause in certain cases, reseizures	216	.....
Judgment:		
Courts in what cases appeal from, may be allowed	209	.....
Execution of, for restoring goods, &c., seized, not to be suspended	211	.....
Upon demurrer, &c	228	.....
Justice of the peace:		
Declaration of owner to be made before, and attested by	89	.....
Penalty recoverable before one or more	154	.....
Penalty recoverable in a summary manner before any two, for counterfeiting marks or brands	167	.....
Their power to search, open, examine, or detain suspected packages	172	.....
Penalty for refusing to assist, recoverable before any two	174	
Officer to make oath before, as to reasonable cause of search	175, 176	.....
Party to be searched may demand to be brought before a	180, 181	.....
Penalty on police officer for not obeying section 183, recoverable before one or more	184	.....
Proceedings before two justices of the peace in certain cases. Notice to parties, &c	206	.....
May issue warrant to collector to sell goods for condemnation	206	.....
Appeal from conviction before	208	.....
Evidence by affidavit or affirmation may be made before	219	.....
Landing:		
Of goods by vessel, hours and places appointed	16	.....
Of goods by vessel in transit to other ports, conditions	32	.....
Of goods, &c., from wrecked or stranded vessels before entry	35	.....
Goods may be taken to warehouse in default of entry and landing, &c	43	.....
Forfeiture of goods for, without due entry	44	.....
Of goods may be allowed at other than first port of entry	45	.....
Of goods not corresponding with report to be forfeited	48	.....
Conditions for making claims for goods lost or destroyed before	58	.....
Of goods on bill of sight	79	.....
Of goods to be done in manner as appointed by collector, &c	133	.....
Expenses connected with landing of goods to be borne by the importer	134	.....
Certificate of, for goods exported from warehouse required	137	.....
Upon what evidence of, bond may be canceled	138	.....
Of ships' stores without due entry, to be seized, &c	140	.....
Smuggled or prohibited goods, liability on persons concerned in	167	.....
Of goods liable to forfeiture, penalty on persons assisting	162	.....
License: Governor in council may grant, to certain vessels, &c	234	.....
Lightening: Vessels may be lightened to pass over shoals	30	.....
Live stock, &c.: May be landed, &c	36	.....
Lock: Penalty on master of vessel for wilfully opening, &c	165	.....
Magistrate: Appeal from conviction before	208	.....
Maize: May be ground in bond	130-230	1
Market value:		
Mode of calculating fair, for ad valorem duty	68	.....
What shall be deemed fair, for ad valorem duty	69	.....
Drawback allowed in country of manufacture to form part of fair, for duty	70	.....
Marks and numbers:		
To be given on requisition for removal of duty paid goods	115	.....
Of packages to be given by master of exporting vessel	141	.....
Penalty for altering, defacing, &c	161	.....
Penalty on master for wilfully altering, &c	165	.....
Penalty on persons counterfeiting	167	.....
Master:		
Meaning of the term (see Vessel)	4	.....
Subject to a penalty for breaking bulk, &c	16	.....
To report on arrival of vessel from sea, &c	25	.....
To furnish officer boarding vessel with copy of report inwards	26	.....
Of vessels arriving by inland navigation to report at custom house	27	.....
To produce bills of lading in connection with report	28	.....
Having goods on board, contents unknown, how dealt with	31	.....
Subject to a penalty for untrue report, &c	29	.....
Penalty for unlading goods without report, &c	39	.....
Name of, and vessel required on bills of entry	41	.....
Or owner of vessel may warehouse surplus stores	50	.....
Of vessel, permitted to unlade goods for purpose of repairing	59	.....
Of vessel, may make entry outwards from warehouse	139	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Master—Continued.		
Of vessel to make entry outwards	141	
Of vessel, shall, if required, answer questions under declaration	142	
Penalty on, for leaving without clearance, delivering false content, adding to cargo, or towing other vessels, &c	143	
The word "master" shall be construed as including the purser of any steam vessel	151	
Of vessel subject to penalty for not obeying officer	163	
Liability for wilfully altering marks, locks, or seals, or secretly conveying away goods	165	
Penalty for not providing suitable accommodation for customs officers	166	
Penalty for refusing to stop, &c	174	
Of vessel valued more than $400 and not complying with regulations, subject to penalty	235	
Mayor: Attestation of invoice, &c., may be made before	86	
Meal: Regulations respecting grinding, &c., in bond, not to extend to the substitution of	130	
Measure: Allowance for, to be fixed by governor in council	64	
Melado:		
Subject to seizure and forfeiture for entry under wrong name	76	
Value for duty, how ascertained	77	
Military and naval stores: Governor in council may prohibit exportation of	233	
Minister of customs:		
May direct where vessels entering the Great Bras d'Or shall report	52	
May direct as to disposal of samples taken	65	
Decision of commissioner, with approval of *re* classing of sugars, to be final	75	
May direct disposal of goods taken for the Crown	104	
May define and limit kind, quantity and class of goods to be delivered as ship's stores	140	
May revoke "writ of assistance" to officers	177	
Entry for *nolle prosequi*, with reasons, to be reported to	195	
May order disposal of goods, vessels, vehicles, &c., forfeited, other than by public auction	212	
Power of, *re* distribution of penalties, &c., and remission of penalties and forfeitures	213	
To decide *re* goods misdescribed, as being exempt from duty	217	
Commissioner to report to, *re* evidence furnished	220	
Decision to be binding in certain cases	221	
Decision of, refused, proceeding to be taken	222	
Decision of, accepted, but terms not complied with	223	
May elect to enforce decision or order sale of articles seized	224	
Bonds to be valid when taken with sanction of	230	14
Form of bonds, documents, papers, &c., to be at direction of	244	
Appointment of attorney or agent to be valid if in form prescribed by	248	
Misdemeanor:		
Persons aiding, &c., in smuggling goods or using false invoices, &c., deemed guilty of, how punished	153	
Persons counterfeiting or using counterfeit papers, &c., guilty of, how punished	168	
Officers, &c., conniving at any evasion of the revenue laws, deemed guilty of, how punished	187	
False statement in solemn affirmation, punishable as perjury	238	
Misdescription: Of goods on entry as exempt from duty, to be seized and forfeited	217	
Molasses:		
Subject to seizure and forfeiture for entry under wrong name	76	
Value for duty, how ascertained	77	
May be refined in bond	131	
Nolle prosequi: Attorney-general may enter in certain cases	195	
Non-enumerated articles:		
Duties on, resembling enumerated	6	
Similitude, &c	7	
Notary public:		
Attestation of invoice, &c., may be made before	86	
Declaration of owner to be made before, and attested by	89	
Evidence by affidavit or affirmation may be made before	219	
Note: For purpose of deferring duty, not to be accepted	126	
Notice:		
Of claim for goods seized as forfeited, to be made in writing within a certain time	198	
Want of, not to stay proceedings	199	
Of proceedings for condemnation to be posted up, and where	200	
Claims not presented within one month from, judgment by default	203	
Of intent to claim where value does not exceed $100	206	
Of sale by auction, to be made public	212	
Of action to be given for anything done under this act	226	
Officer receiving, may tender amends and plead such tender in bar	227	
Numbers, &c.:		
Of packages to be given on requisition for removal of duty-paid goods	115	
Of packages to be given by master of exporting vessel	141	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victori , cap. 12.	Section.	Subsection.
Oaths:		
Includes declaration and affirmation	4	
Declaration by master as to unloading of goods, &c	27	
Master shall subscribe affidavit *re* his report	28	
Collector may require further proof by	46	
Of one or more witnesses required as proof for goods lost or destroyed before landing	58	
Declaration as to deduction of tare from gross weight of goods, &c	64	
Oath of office to be taken by appraiser	66	
Oath of office not necessary by appraisers sent from one port to another, &c.	67	
To be taken by importer on bill of sight	79, 80	
Invoices to be attested on oath of importer, &c	82	
Any of owners, importers, &c., cognizant of facts may take	83	
Invoices to be attested, &c., by owner and non-resident owner, &c	84	
May be taken by curator, executor, administrator, or assignee, in certain cases	85	
Before whom may be taken	87, 88	
Governor in council may appoint additional officers to administer oath and receive affirmation or declaration, and may relax or dispense with certain provisions, *re*	88	
No person but owner to take, except in certain cases	89	
Declaration of owner to be kept by collector.—Penalty for false statement, &c	90	
Written declarations may be dispensed with by governor in council in certain cases	90	
Governor in council may alter form, &c	91	
Collector or appraiser may examine upon penalty for false *re* value of goods.	96	
Penalty for false *re* value of goods	98	
Forfeiture of all packages and goods on entry for false	109	
Affidavit by master or owner *re* ships' stores	140	
Master of vessel to make declaration with report outwards	141	
Master of vessel shall, if required, answer questions under declaration	142	
Owners, shippers, or consignors to give verified entry for goods exported by vessel	145	
Owners, shippers, or consignors to give verified entry for goods exported by railway or other land conveyance	146	
Declaration required by agent making entry outwards	150	
False swearing to be perjury, liability for	169	
To be made by officer, that reasonable cause is given for search, &c	175	
Collector or officer to make, on searching certain buildings, &c	276	
Affidavit to be made for arrest of defendant about to leave province, &c	192	
Declaration required in suit, &c., for recovery of penalties and forfeitures.	193	
Affidavit of claimant to accompany claim after proceedings for condemnation have commenced	201	
Evidence by affidavit to be furnished in certain cases or by affirmation	219	
Governor in council may, by regulation, require oath or declaration in certain cases	232	
Affirmation may be made instead of oath in certain cases, punishment for false statement	238	
Required of consignee, may be taken by attorney or agent	247	
Obstructing:		
Officer in searching for smuggled goods, liability for	180	
Punishment for obstructing officer, &c	186	
Officer:		
Means officer of customs	4	
Of railway or express company, subject to a penalty for aiding in unlawful importations	24	
May board vessel within 3 miles of anchorage	26	
May demand bills of lading and ask questions	28	
May open and examine suspected packages, &c	31	
May permit landing of goods from wrecked or stranded vessels before entry, &c	35	
May grant permit for conveying goods farther into Canada if required	42	
May convey goods to warehouse in default of entry or payment of duty	43	
May open and examine packages, contents unknown to importer, &c	47	
May open and examine packages not corresponding with report, entry, &c.	48	
Duty of, *re* examination and assesment of damage to goods	55	
Authorized, may administer oath to witness *re* goods lost or destroyed before landing	58	
Duty of *re* deduction for value of packages	72	
May allow goods to be landed on bill of sight on deposit sufficient to cover duty	79, 80	
Bonus to, for dilligence *re* goods taken for the Crown	105	
May brand or mark duty-paid goods	114	
To grant permit certifying that duties have been paid for removal of goods.	115	
May allow owner to sort, repack, and take samples of goods in warehouse	118	
May allow removal from one warehouse to another, or from one warehousing port to another under bond, &c	119	
May allow goods entered, to pass to another warehousing port, under bond.	120	
To enter transfers in a book kept for that purpose	121	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Officer—Continued.		
May admit of new security to be given by the bond of new owner, that of original bonder may be canceled	122	.....
May sell for duty or warehouse rent, goods in warehouse over two years	123	.....
Not to accept any bond, note, or other document for purpose of avoiding or deferring payment of duty	126	.....
Penalty on, for allowing payment of duties to be avoided or deferred	127	.....
Goods entered to be, but not warehoused, taken out for exportation and relanded, &c., without permission of officer, to be seized and forfeited	128	.....
Unshipping, landing, and carrying of goods to be done in manner appointed by	134	.....
Security by bond for exportation from warehouse to be approved by proper	137	.....
Upon what evidence bond may be canceled by	138	.....
May deliver warehoused goods as ship stores	140	.....
To require from master of vessel entry outwards	141	.....
Master of vessel to answer all questions by	142	.....
To receive entries outward verified by oath before granting clearance	145	.....
Not to allow cars or vehicles to leave port or limits without payment of export duty	146	.....
May require statistical information of goods exported or removed	148	.....
May call upon master of steam vessels to answer question *re* report by purser	151	.....
Forfeiture of goods landed without permission of	157	.....
Penalty for opening warehouse without permit from proper	159	.....
Liability for gaining access or delivering goods from bonded railway car without permit from proper	160	.....
May board vessel found hovering and bring to port	163	.....
May board and have free access to every part of vessel	165	.....
May be stationed on board any ship	166	.....
May ask certain questions, penalty on persons refusing to answer, &c	170	.....
Employed in customs, to be deemed employed for prevention of smuggling, &c	171	.....
Power of, to search, open, examine, or detain suspected packages	172	.....
May call upon persons to assist, not liable to prosecution, in certain cases	173	.....
May call on master, driver, conductor, &c., to assist under penalty	174	.....
Power of, to enter buildings, yards, &c	175	.....
How search shall be made by	176	.....
Duration of writ of assistance granted to	177	.....
Powers of, under authority of writ of assistance	179	.....
Power to search persons, &c	180	.....
May be required to take persons before a justice of peace, &c., for purpose of search	181	.....
Subject to penalty for searching without reasonable cause	181	.....
Punishment on persons for assaulting, obstructing, or resisting, &c	186	.....
Conniving at any evasion of the revenue laws, penalty	187	.....
Authorized, may sue for penalties, &c	189	.....
In charge of any revenue vessel making seizures, to retain the same on board until arrival in port, &c	198	.....
Distribution of seizures, &c	213	.....
May call for certain books, papers, &c., *re* seizures	214	.....
To report to commissioner of customs all seizures or detentions, and penalties and forfeitures incurred	218	.....
Notice of action to be given for anything done by, under this act	226	.....
May tender amends and plead such tender in bar	227	.....
To require written authority to act, from persons transacting business for others, their acts then binding	246	.....
Onus probandi:		
Of due entry on whom to lie	113-197	.....
That notice was given, to lie on persons claiming	198	.....
Packages:		
Contents not known, may be opened, &c	31-47, 48	.....
Marks, numbers, and contents required in bill of entry	41	.....
Not corresponding with report, how dealt with	48	.....
No allowance for stains, rust, &c., to holding liquids	56	.....
Unladen for repairs to vessel, how dealt with	59	.....
Deductions for value of, not allowed	71	.....
Entered on bill of sight may be landed, examined, &c., at expense of importer	79	.....
Collector may take any whole package, or separate and distinct parcel, or whole goods mentioned in entry for the Crown	103	.....
Collector may cause a certain number in every entry to be opened, &c	106	.....
Containing goods not mentioned on invoice or entry, subject to seizure and forfeiture	107	.....
Goods mentioned in entry subject to forfeiture for willfully false oath	109	.....
Delivered to importer before examination, provision as to	110	.....
Delivered without examination, shall, if required, be returned to custom-house, &c	111	.....
May be abandoned for duty	124	.....
Quantity, &c., that may be taken out of warehouse at one time	135	.....
Master to give marks and numbers of, by exporting vessel	141	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12	Section.	Subsection.
Packages—Continued.		
Exported from warehouse must agree with entry inwards	149	.....
Penalty for altering, defacing, &c., marks on	161	.....
May be broken open in certain cases	179	.....
Packing: No deduction allowed for charges for straw, twine, cord, paper, cording, wiring, or cutting, &c., used in	73	.....
Partner: Any, may execute bonds, &c., without mentioning names of the other members	248	.....
Partnership: Any partner in, or authorized attorney or agent, may execute bonds, &c., without mentioning names of the other members	248	.....
Penalty (see forfeitures or seizures):		
Currency in which must be paid	12	.....
Must be paid to receiver-general	14	.....
A debt to Her Majesty, how recoverable with costs	15	.....
Master subject to, for breaking bulk, &c.,	16	.....
On persons carrying goods past custom-house, or removing the same from place appointed for examination, &c	20	.....
On master, &c., of vessel for entering other than a port of entry	22	.....
On conductor or other officer, &c., of railway for aiding in unlawful importations	24	.....
On officers, &c., of express company for aiding, &c., in unlawful importations	24	.....
Masters of vessels subject to, for false report, &c	29	.....
On conductor for false report, or refusing to answer questions	33	.....
For violation of coasting regulations	37	.....
On master, and forfeiture of goods unladen without report, or untrue, &c	39	.....
On persons, and forfeiture of goods laden without due entry	44	.....
On person having in his possession goods derelict, flotsam, jetsam, or wreck without reporting, &c	61	.....
For false declaration on entry	90	.....
For false invoice	94	.....
For refusing to attend and testify before collector, appraiser, &c	96	.....
For false swearing *re* value of goods	97	.....
On person refusing to act in appraisement	101	.....
For refusing to return goods delivered without examination when requested	112	.....
On collector or officer for allowing payment of duties to be avoided or deferred	127	.....
For entering from warehouse for exportation and not being owner or authorized	136	.....
For leaving without clearance, delivering false content, or not truly answering questions	143	.....
For sending goods liable to export duty without payment of, &c	146	.....
For refusing or neglecting to make report and entry outwards	147	.....
On purser for untrue report, &c	151	.....
On person smuggling goods, using false invoices, &c	153	.....
For offering for sale goods represented as being smuggled, prohibited, &c	154	.....
For knowingly harboring, concealing, buying, selling, &c., smuggled goods	155	.....
For hiring persons to assist in smuggling	157	.....
On persons concealing or unlawfully removing warehouse goods	158	.....
For fraudulent access to warehouse	159	.....
For defacing or altering marks on goods in warehouse or in transitu	161	.....
For assisting in landing goods liable to forfeiture	162	.....
On master of vessel hovering in British waters and not complying with directions	163	.....
On persons proved to have been on board vessels smuggling	164	.....
On master of vessel, for breaking hatches, &c., or concealing, or secretly conveying away goods	165	.....
On master of vessel for not providing for accommodation of customs officer	166	.....
On person selling, using, or counterfeiting customs marks or brands	167	.....
For counterfeiting or using counterfeit papers, &c	168	.....
On persons refusing or not truly answering lawful questions	170	.....
On persons refusing to assist officer	174	.....
For obstructing or resisting officer searching for smuggled goods	180	.....
On officer searching without reasonable cause	181	.....
On police officer for not obeying section 183	184	.....
On officers conniving at any evasion of the revenue laws, and on persons bribing same	187	.....
In what courts recoverable if under $200	188	.....
Governor in council may regulate distribution of	213	.....
On persons refusing, &c., to produce certain books, papers, &c., respecting goods seized	215	.....
Incurred, to be reported to commissioner of customs	218	.....
Persons having incurred, to furnish evidence by affidavit in certain cases	219	.....
Decision of minister to be binding *re*	221	.....
Enforcement of, on refusing decision of minister	222	.....
Enforcement, for non-compliance with munister's decision	223	.....
Not paid, after accepting decision of minister, how recoverable	225	.....
Governor in council may regulate distribution of	230	13
For contravention of any regulation by governor in council	235	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Perishable:		
Articles, &c., mny be landed from vessel	36	.....
Articles, &c., may be sold or delivered on deposit	205	.....
Perjury:		
False oath, affirmation, or declaration deemed, how punishable	109	.....
False statement in solemn affirmation punishable as	238	.....
Permit:		
May be granted for conveying goods further into Canada	42	.....
May be granted for warehousing surplus stores of vessels	50	.....
For removal of duty-paid goods, to be granted	115	.....
Goods taken out of warehouse without lawful, to be seized and forfeited	128	.....
Liability for opening warehouse without proper	159	.....
Liability for gaining access or delivering goods from bonded railway cars without proper	160	.....
Police magistrates:		
Party to be searched may demand to be brought before a	180	.....
And with all reasonable dispatch	181	.....
Penalty on police officer recoverable before a	184	.....
Police officer:		
Detaining goods, &c., to bring the same to the custom-house	182	.....
May take smuggled goods, &c., stopped on suspicion of being stolen, to policeoffice	183	.....
Penalty for neglecting to convey detained goods, &c., to custom-house	184	.....
Ports		
Places where vessels or vehicles may discharge or load cargo	4	.....
Places of entry, may be appointed by governor in council	17	.....
Vessel and goods forfeited for entering other than a port of entry, except in certain cases	21	.....
Goods forfeited and vessel seized for entering other than a port of entry, except in certain cases	22	.....
Vessel to report inwards on arrival, &c	25	.....
Of entry to be furnished with sugar standards	75	.....
Of entry, collectormay pay fair freight and charges to, *re* goods taken for the crown	103	.....
Permit certifying that duty has been paid to be granted for removal of goods from port of entry to another	115	.....
What shall be regarded as warehousing ports	116	.....
Goods may be entered at, for exportation or warehouse, without payment of duty	117	.....
Goods may be entered at frontier, and passed to another warehousing port, under bond	120	.....
Contents by vessel bound to Canadian, required	142	.....
Vessel leaving, without clearance or delivering false content, subject to a penalty	143	.....
Railway cars or vehicles not permitted to leave, without payment of export duty, &c	146	.....
Collector of, may grant bills of health	152	.....
Vessels found hovering may be brought to by officer boarding	163	.....
Officer may be stationed on board any ship or vessel while within limits of	166	.....
Governor in council may make regulations for appointing ports of entry, warehousing and bonding ports	230	.....
Time of importation defined	239	.....
Proceeds:		
From sale of animals or perishable articles to be deposited to credit of receiver-general	205	.....
Appropriation and distribution of forfeitures	213	.....
From sale of goods for non-compliance with minister's decision, and not sufficient to cover penalty, &c., deficiency how recoverable	224	.....
Prohibited:		
Goods offered for sale and represented as being, subject to seizure, &c	154	.....
Penalty on persons concerned in unshipping, landing, and carrying of goods	157	.....
Goods found on vessels hovering, to be forfeited, together with vessel, &c	163	.....
Officer seizing goods may call for assistance	173	.....
Power of officer to search persons on suspicion **of** secreting goods, &c	180	.....
Proof: Averment as to place where any act was done, to be sufficient	196	.....
Prosecution:		
Officer calling for assistance on reasonable suspicion, not liable to	173	.....
For penalties, &c., in what courts may be brought	188	.....
And in whose name	189	.....
How suits or proceedings for recovery of penalties may be brought in the Province of Quebec	190	.....
Procedure in suit for, in the several courts	191	.....
Defendant about to leave province where suit for, is brought, may be arrested	192	.....
For penalties and forfeitures, what shall be sufficient averment	193	.....
For the Crown to recover full costs of suit	194	.....
Averment as to place at which any act was done to be sufficient proof, &c.	196	.....
Burden of proof to lie on owner or claimant of goods, &c	197	.....
Want of notice not to stay proceedings for	199	.....
Prosecutor choosing to proceed after notice of intent to claim, &c	206	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Prosecution—Continued.		
Limitation of time for bringing, &c	207	.....
Judgment given for claimant	216	.....
Punishment:		
Criminal for false declaration on entry	90	.....
For counterfeiting or using counterfeit papers, &c	168	.....
For false swearing	169	.....
For refusing or not truly answering lawful questions	170	.....
For taking away seized goods	185	.....
For assaulting, resisting, or obstructing officers	186	.....
Of persons guilty of felony	186	.....
For false statement in solemn affirmation	238	.....
Purser of vessel:		
To furnish officer boarding vessel with copy of report inwards	26	.....
May make reports inward and outward, penalty for untrue	151	.....
Quantity, &c:		
To be always given in bill of entry	49	.....
Duties payable in all cases on quantity and value as stated on first entry, &c	132	.....
Of goods that may be taken out of warehouse at one time for removal, exportation, or home consumption	135	.....
To be specified for goods exported by vessel	145	.....
Also by railway or other land conveyance	146	.....
Map be required of goods exported for statistical information	148	.....
Queen: Penalty on persons refusing to assist when called in name of the	174	.....
Questions: Master of vessel to answer all re cargo, crew, voyage, &c	142	.....
Master of vessel and others subject to a penalty for not truly answering, &c	143, 163	Sec. 170, 180
Agent making entries outwards to answer all	150	.....
Master of steam vessel may be called to answer *re* reports made by purser	151	.....
Railway:		
Car to be detached from train and forfeited if used in unlawfully importing goods	24	.....
Goods arriving by, may be stored in sufferance warehouse	32	.....
Conductor of train with freight to report	33	.....
Particulars of entry outwards by	146	.....
Liability for gaining access or delivering goods without permit from bonded car	160	.....
Receiver-general:		
Duties of customs must be paid to	14	.....
Deposits made for delivery of articles seized to be paid to	204	.....
Bank in which deposits are made to credit of, must be chartered	205	.....
Receiver of wreck, authorized, may permit landing of goods from wrecked or stranded vessels, &c	35	.....
Recognizance, with two sureties may be given on appeal from conviction	208	.....
Refund of duty:		
On goods damaged on voyage by water, &c	53	.....
On goods damaged during course of transportation by land	54	.....
For rust on iron or steel, or manufactures of, not allowed	56	.....
On goods lost before landing	58	.....
On importations for special purposes, &c., may be regulated by governor in council	78	.....
Overpaid, not allowed after three years, except in certain cases	240	.....
Not granted after lapse of fourteen days	241	.....
Register certificate, must be on board importing vessel	38	.....
Regulations. (See Governor in council.)		
Removal:		
Of goods from place appointed for examination, liable to seizure and forfeiture	20 and 134	.....
Permit may be granted for removal of duty-paid goods from port of entry to another	115	.....
Quantity of goods that may be taken out of warehouse at one time for	135	.....
Statistical information may be required *re* removal of goods, &c	148	.....
Goods forfeited if removed unlawfully, and all goods of same importer liable	158	.....
Of goods liable to forfeiture, penalty on persons assisting in, &c	162	.....
Rent:		
And other charges on goods taken to warehouse for want of entry, &c., to be borne by the owner	43	.....
Goods over two years in warehouse may be sold for, &c	123	.....
Of warehouse, &c., to be borne by the importer	134	.....
Repairs, goods sold for repairs to vessel, subject to duty	59	.....
Repeal, of former acts, &c	3	.....
Reporting fees from vessels in certain cases	234	.....
Reports inward:		
Must be made by master of vessel arriving from sea	25	.....
Copy of, to be furnished officer boarding vessel, &c	26	.....
Must be made by master of vessel arriving by inland navigation	27	.....
Master shall subscribe affidavit *re*	28	.....
Penalty on master for untrue	29	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Reports inward—Continued.		
Of vessels arriving with goods in transit to other ports	32	.....
Conductor of railway train to	33	.....
Vehicle arriving by land with goods must	34	.....
Of goods, &c., landed after business hours, to be made at first opening of custom-house	36	.....
Forfeiture of goods and penalty on master for unlading of goods without, &c	39	.....
Goods not corresponding with, to be forfeited	48	.....
May be made by purser of steamer	151	.....
Reports outwards:		
Penalty for vessel adding to cargo, towing other vessels, &c., without mentioning on	143	.....
Penalty for refusing or neglecting to make	147	.....
May be made by purser of steamer	151	.....
Resisting:		
Officer in searching for smuggled goods, liability for	180	.....
Punishment for resisting officer, &c	186	.....
Revenue:		
Net proceeds of sale of goods taken for the Crown to be first applied to repayment to consolidated revenue fund, &c	104	.....
Collector or proper officer may cause a certain number of packages in every invoice or entry to be sent for examination for protection of	106	.....
Duty-paid goods to be branded or stamped for protection of	114	.....
Penalty and forfeiture for smuggling goods, or using false invoices to defraud	153	.....
Officers employed in customs to be deemed employed for protection of	171	.....
Reward: Governor in council may order as a, to officers, part proceeds of sales of goods taken for the Crown	105	.....
Royalty: Payable upon patent rights, &c., no deduction allowed	71	.....
Rummage: Of vessels, &c., on suspicion	172	.....
Russia iron: Polished, allowance for rust	56	.....
Sale:		
Of goods, derelict, wreck, &c., as unclaimed, for duty, &c	62	.....
Of goods taken for the Crown, how net proceeds are to applied	104	.....
Of goods taken for the Crown, part of surplus may be paid to officers concerned	105	.....
Of packages abandoned for duty and charges	124	.....
Of goods forfeited to be, by public auction, if not otherwise directed	212	.....
Samples:		
May be taken by collector or appraiser, and disposed of as directed by minister of customs	65	.....
May be taken by importer from goods in warehouse	118	.....
Seal: Penalty on master of vessel for willfully breaking, &c	165	.....
Search:		
Of vessels, vehicles, &c., on suspicion	172	.....
Officer calling for assistance to search on reasonable suspicion not liable to prosecution	173	.....
On suspicion in certain buildings, &c., oath to be taken, &c	176	.....
Powers given for effective, by day or night	179	.....
Power of officer to search persons, &c	180	.....
Penalty on officer for searching without reasonable cause	181	.....
Security:		
Given for goods entered under false invoice not recoverable	92	.....
To be given to pay costs before filing claims	202	.....
Claims under, and not presented within one month from notice, judgment by default	203	.....
Not required if brought by the Crown	210	.....
To be given and approved for restoration of goods, &c., seized and under appeal	211	.....
Seizures:		
Of goods carried past custom-house or removed from place appointed for examination	20	.....
Of a vessel for entering other than a port of entry	22	.....
Of goods, &c., unlawfully imported by land	23	.....
Of goods unlawfully imported by railway, and car to be detached from trains, &c	24	.....
Of goods found on board vessel, or landed and not reported	30	.....
For violations of coasting regulations	36	.....
Of goods unladen without report, or untrue report	39	.....
Of goods and penalty on persons concerned in landing, &c., without due entry	44	.....
Of goods not corresponding with report, conveyed beyond port of entry misdescribed	48	.....
Of goods derelict, flotsam, jetsam, or wreck not reported, &c	61	.....
Of Crown or exempted goods sold without entry or payment of duty	63	.....
Of sirups entered under wrong names	76	.....
Of goods for false statement in declaration	90	.....
Of goods and penalty for presenting false invoice	94	.....
Of goods for false swearing	98	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Seizures—Continued.		
Of goods for non-payment of additional duties	102	
Of goods found in package and not mentioned in invoice or entry	107	
Of goods not corresponding with invoice or entry or fraudulently undervalued	108	
Of goods on which payment of duties have been avoided or deferred	127	
Of goods entered to be, but not warehoused, taken out for exportation and relanded	128	
Of goods removed without permission from collector, &c	134	
Of goods relanded, &c., in contravention of bond, together with vessel, &c	137	
Ship's stores delivered from warehouse and relanded without payment of duty, subject to	140	
Of goods exported from warehouse and not agreeing with entry inwards	149	
Of goods smuggled or passed under false invoice, &c	153	
Of goods offered for sale and represented as being smuggled, prohibited, &c	154	
Of goods concealed or unlawfully removed from warehouse and all other of same importer liable	158	
Of vessel, vehicle, horses, harness, cart, &c., used in conveying, unshipping, or removing goods, liable to forfeiture	162	
Of vessel and cargo found hovering in British waters with contraband goods on board	163	
Of goods found concealed in vessels	165	
Of goods falsely marked or branded	167	
Of vessel, vehicle, &c., that contraband goods have been found on, &c	172	
Of goods and building to be removed in certain cases	176	
Penalty on officer making any collusive, &c	187	
Averment that person seizing is an officer of customs sufficient	193	
Of vessel, vehicle, goods, &c., as forfeited, to be condemned if not claimed within a certain time	198	
Articles seized may be delivered to owner on deposit	204	
Of animals or perishable articles may be sold as condemned, &c	205	
Importer or exporter to furnish certain books, papers, &c., if required, *re* seized goods	214	
Of goods misrepresented as exempt from duty	217	
Of vessel, vehicle, goods, &c., to be reported to commissioner of customs	218	
Of vessel if under $400 value for non-compliance with regulations	235	
Sheriff: His power to search, &c	172	
Shippers:		
Master to give names of, by exporting vessel	141	
To make verified entry of goods to be exported by vessel	145	
Or by railway or other land conveyance	146	
Penalty for refusing or neglecting to make report and entry outwards	147	
Ship's stores:		
Surplus of, liable to duty	50	
Quantity of goods that may be taken out of warehouse at one time for	135	
Warehouse goods may be taken for	140	
Forfeited, if vessels found hovering with prohibited goods on board	163	
Signatures: Form of, for entry or bond	248	
Slaughtering: Of cattle or swine in bond	13-230	1
Smuggling:		
Goods, or using false invoice, penalty, and forfeiture	153	
Offering for sale goods represented as being smuggled, penalty and forfeiture	154	
Knowingly harboring, concealing, buying, &c., smuggled goods, penalty, &c	155	
Goods by two or more persons in company, guilty of misdemeanor, &c	156	
Persons concerned in unshipping, landing, carrying, &c., smuggled goods, penalty	157	
Goods concealed or unlawfully removed from warehouse to be dealt with as	158	
Officers of customs to be deemed employed for prevention of	171	
Persons authorized to search, detain, &c., for	172	
Officer calling for assistance on suspicion of smuggling not liable to prosecution	173	
Power of officer to search persons for	180	
Punishment of persons assaulting, obstructing, resisting, or maliciously or willfully wounding any person employed for prevention of	186	
Notice of action to be given on persons employed for prevention of	226	
Spirits, &c.: Governor in councilmay make regulations regulating or restricting importations of	230	5
Spirits and strong waters: How rated for duty	10	
Stamp of custom-house: Required on certified copies or extracts of invoices	95	
Stamping:		
Duty-paid goods before being delivered to importer	114	
Governor in council may make regulations for branding and marking duty-paid and goods entered for exportation	230	2
Standard for sugar: Shall be selected and furnished by minister of customs	75	
Statutory holiday: No goods to be unladen on, except in certain cases	16	32
Steamers (see, also, Vessels):		
Governor in council may appoint sufferance wharves, &c., to avoid injurious delay to	32	
Reports, inward or outward, may be made by purser	151	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Steel: No allowance or duty refunded for rust, &c	56	
Stiffening order: May be allowed before discharging, &c	141	
Storage:		
Of goods in a sufferance warehouse	32	
Of goods unladen from damaged vessel	59	
Stowage of cargo: Not to be altered	16	
Stranded vessel: Goods may be landed from, before entry	35	
Sufferance warehouse. (See Warehouses.)		
Sufferance wharves: Governor in council may appoint, to avoid injurious delay to steamers, &c	32	
Sugar:		
Standard, for quality, &c., to be selected and furnished by minister of customs	75	
How classed for duty	75	
Forfeiture for entry of sirups, &c., under wrong name	76	
Value for duty, how ascertained	77	
May be refined in bond	131–230	1
Suits:		
In what courts, may be brought to recover unpaid duties and penalties, &c	15	
Averment that officer was duly employed to be sufficient proof	171	
How such may be brought in Province of Quebec	190	
Procedure in, or prosecution in the several courts	191	
For penalty, &c., what shall be sufficient averment	193	
For the Crown, to recover full costs	194	
Goods seized, in certain cases, to be condemned without	198	
Limitation of time for bringing, *re* penalties, &c	207	
Costs and damages set aside, to be limited, on certificate of probable cause	216	
One month's notice to be given, for anything done under this act	226	
Officer may tender amends and plead such tender in bar	227	
Must be brought within three months after cause	228	
If probable cause be certified upon record, plaintiff's costs, &c., limited	229	
Sunday: No goods to be unladen on, except in certain cases	16	32
Sureties:		
Forfeiture on collector, &c., for allowing payment of duty to be avoided or deferred, shall be recoverable from	127	
To be approved by collector, &c., *re* bond for exportation from warehouse	137	
To be given on appeal from conviction	208	
To be to Her Majesty's use, and when to be given	243	
Surplus: Realized from sale of goods for payment of duties and charges, to whom payable	62	
Surveyor of customs: Attestation of invoice or bill of entry may be made before	86	
Syrups:		
Subject to seizure and forfeiture for entry under wrong name	76	
Value for duty, how ascertained	77	
Swine: May be slaughtered, cured, and packed in bond	13–230	1
Tale: Allowance for, to be fixed by governor in council	64	
Tare:		
Allowance for, to be regulated by governor in council	64	
See also	230	2
Title: "The customs act, 1883"	1	
Transfers:		
Property in bond, how	121	
No more than three transfers of same goods allowed	121	
To be entered by collector in a book kept for that purpose	121	
Of goods in warehouse, particulars as to new security, &c	122	
Governor in council may make regulations for regulating form for transferring goods in bond	230	10
Unclaimed goods:		
Taken to warehouse for want of entry, &c., may be sold, and if not worth the charges, may be destroyed	43	
Goods, derelict, wreck, &c., may be sold as for duty, &c	62	
Unlading of goods:		
Hours and places appointed for	16	
From vessel without report or untrue report	29–39	
From railway trains without report, &c	33	
Of goods for repairs to vessel damaged	59	
Officer to remain on board vessel during	165	
Unshipping:		
Of goods shall be done in manner as appointed by collector	133	
Expenses connected with, to be borne by the importer	134	
Of goods liable to forfeiture, penalty on persons assisting in	162	
Of goods in contravention to regulations by governor in council, subject to seizure and forfeiture	235	
Value:		
And quantity to be always given in bill of entry	49	
When abatement may be made for damage on shipboard, &c	53	
Percentage of damage to be deducted from original, and duty levied, &c., on reduced	57	
Mode of calculating, for ad valorem duty	68	
What shall be deemed a fair market value, for ad valorem duty, &c	69	

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Values—Cotinnued.		
Drawback allowed in country of manufacture, to form part of fair market, &c.	70	.....
Deductions from, by reason of drawback not allowed	71	.....
Deductions from, for packages not allowed	72	.....
Deductions from, for charges for packing, straw, &c., not allowed	73	.....
Of sugar, molasses, sirups, &c., for duty, how ascertained	77	.....
Evidence contradictory to invoice not to be taken, *re* value of goods	86	.....
Power of appraisers for ascertaining true	96	.....
Two discreet and experienced persons to appraise, in certain cases and report to commissioner of customs	99	.....
Appraisement by persons by whom to be paid	100	.....
Additional duty in cases of undervaluation, seizure, and forfeiture for non-payment	102	.....
Collector may pay value as entered per bill of entry and 10 per cent. *re* goods taken for the Crown	103	.....
Goods found undervalued for purpose of avoiding payment of duty, to be seized, &c	108	.....
Duties payable in all cases on quantity and value as stated on first entry when originally warehoused	132	.....
To be given for goods entered outwards	145	.....
Statistical information may be required *re* value of goods exported, &c	148	.....
Articles seized, may be delivered to owner on deposit equal to value and costs	204	.....
Venue: In any prosecution or suit, may be laid in any county, &c	191	.....
Vehicle:		
Meaning of the term	4	.....
Used in unlawful importations to be seized, &c	23	.....
Arriving by land with goods to report at custom-house	34	.....
Goods unlading without report or false report to be seized, &c	39	.....
Carrying goods and relanding in contravention of bond, to be seized and forfeited	137	.....
Carrying goods liable to export duty, not permitted to leave limits, &c., without due entry	146	.....
Forfeited if used in carrying goods liable to forfeiture	162	.....
May be stopped and detained on suspicion	172	.....
Officers seizing may call for assistance	173	.....
Persons in charge refusing to stop when requested by an officer of customs, subject to a penalty	174	.....
Power of officer to search persons in any	180	.....
Persons entering by, may be questioned *re* smuggling	180	.....
Smuggled and stopped on suspicion of being stolen to be taken to police office	183	.....
Persons taking away seized goods from, without authority to be deemed guilty of felony	185	.....
Punishment for destroying, &c., before or after seizure	186	.....
Seized as forfeited, to be condemned if not claimed within a certain time; notice of claim required	198	.....
Restoration of, not to be prevented by appeal for recovery of penalty	211	.....
Forfeited to be sold by public auction, unless otherwise directed	212	.....
Seizure or detention of, to be reported to the commissioner of customs	218	.....
Subject to seizure for non-compliance with regulations	235	.....
Vessel:		
Meaning of the term	4	.....
Arriving, when goods may be unladen, &c	16	.....
Forfeiture of, for entering other than a port of entry, except in certain cases	21	.....
Subject to seizure, &c., for entering other than a port of entry, except in certain cases	22	.....
Detained for entering other than a port of entry, may be sold for penalty, &c	22	.....
Master must report inwards at custom-house	25	.....
Officers may board within three miles of anchorage	26	.....
Arriving by inland navigation to report at custom-house	27	.....
Masters to produce bills of lading in connection with report	28	.....
Penalty on master for untrue report, &c	29	.....
May be lightened to pass over shoals, &c	30	.....
Goods arriving by, in transit to other ports, &c	32	.....
Master or owner of, have right to make certain contracts	32	.....
Goods may be landed from wrecked or stranded	35	.....
Live stock and perishable articles may be landed	36	.....
Importing must be registered unless authorized by governor in council	38	.....
Goods arriving by, to be entered within three days	40	.....
Name of, and master required on bills of entry	41	.....
May convey goods to other than first port of entry	45	.....
Forfeiture of goods not corresponding with report of	48	.....
Surplus stores of, liable to duty, may be warehoused	50	.....
Re-entering Annapolis, N. S	51	.....
Re-entering Great Bras d'Or	52	.....
May be unladen for purpose of repairing, &c	59	.....
Carrying goods and relanded in contravention of bond, to be seized and forfeited	137	.....
Master of, may make entry outwards from warehouse	139	.....
Warehouse goods may be taken as stores	140	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Vessel—Continued.		
Particulars of entry outwards	141	.....
Master to show all goods imported are discharged, &c	141	.....
Master to give content and make declaration	141	.....
Master to answer all questions, &c., *re* cargo, crew, &c	142	.....
Penalty for delivering false content, &c., or leaving without clearance	143	.....
Entries outward to be delivered to collector before granting clearance	145	.....
Collector may grant bill of health to	152	.....
Used in conveying forfeited goods to be forfeited, together with guns, tackle, apparel, furniture, &c	162	.....
Found hovering may be boarded	163	.....
Penalty on master for refusing to answer questions	163	.....
Penalty on persons proved to have been on board smuggling	164	.....
Officer may board and have free access, &c	165	.....
Officer may be stationed on board any	166	.....
May be stopped and detained on suspicion for having contraband goods on board, &c	172	.....
Officer seizing, may call for assistance	173	.....
Power of officer to search persons on board	180	.....
Punishment for sinking, cutting adrift, &c., any	186	.....
Seized as forfeited to be condemned if not claimed within a certain time; notice of claim required	198	.....
Officer in charge of any revenue vessel and making seizures, to retain the same on board until arrival in port, &c	198	.....
Notice of proceedings for condemnation to be posted upon mast, &c	200	.....
Restoration of, not to be prevented by appeal for recovery of penalty	211	.....
Forfeited, to be sold by public auction unless otherwise directed	212	.....
Seizure, &c., of, to be reported to commissioner of customs	218	.....
Fees for reporting and clearing in ports above Montreal, when navigating without a coasting license	234	.....
Forfeited if under value of $400 for noncompliance with regulations	235	.....
Of value, more than $400 how dealt with	235	.....
Time of arrival and departure defined	239	.....
Warehouse:		
Meaning of the term	4	.....
Sufferance, governor in council may appoint for steamers, other vessels, and railways	32	.....
Goods may be imported and warehoused without payment of duty	42	.....
Goods taken to, for want of entry, &c., to be at risk and charge of owner	43	.....
Packages not corresponding with report, how dealt with	48	.....
Goods sold for charges, &c., subject to duty	59	.....
Goods taken out for use of Her Majesty's troops or exempted, if sold liable to duty	63	.....
Evidence contradictory to invoice not to be received *re* goods taken out of	86	.....
Collector or appraiser may order a certain number of packages for examination from every entry, at examining	106	.....
All packages mentioned in entry subject to control of customs until such as have been sent for examination, have been duly passed, &c	110	.....
Packages delivered without examination, shall, if required, be returned to examining	111	.....
What shall be regarded as warehousing ports	116	.....
Goods may be imported and warehoused without payment of duty	117	.....
Owner may sort, repack, or take samples of goods in	118	.....
Goods may be removed from one warehouse to another, or from one warehousing port to another, under bond	129	.....
Requirements as to transfer of goods in	121	.....
Particulars as to new security, &c., for goods transferred in	122	.....
Goods to be finally cleared within two years or sold for payment of duty, &c.	123	.....
Packages may be abandoned for duty	124	.....
Governor in council may dispense with, or provide for the canceling of bonds given for goods in	125	.....
Bonds, notes, or other documents for purpose of avoiding or deferring payment of duty on goods in, not to be accepted	127	.....
Goods entered for, and not taken to, or taken out without permit, or for exportation, and relanded, sold, &c., to be seized and forfeited	128	.....
Goods taken out of, to be subject to duty at current rates	129	.....
Cattle and swine may be slaughtered, cured, and packed in, under regulations	130–230	1
Wheat, maize, or other grain may be ground in, under regulations	130–230	1
Sugar and molasses, &c., may be refined in	131	.....
Duties payable in all cases on quantity and value as stated on first entry when originally entered for	132	.....
Unshipping, landing, and carrying of goods for, to be done in manner appointed by collector	133	.....
Rent and other expenses of unshipping, landing, &c., to be borne by the importer	134	.....
Quantity of goods to be taken out of, at one time	135	.....
Goods entered for warehousing, to be deemed warehoused for certain purposes	136	.....
Entry outward for export, bond to be given, &c	137	.....
Parties not authorized making export entry from, subject to a penalty, &c.	139	.....

Analytical index, published by the customs department, &c.—Continued.

Customs act, 46 Victoria, cap. 12.	Section.	Subsection.
Warehouse—Continued.		
Goods may be delivered as ship's stores	140	
Entry outwards from, must agree with entry inwards	149	
Goods forfeited if concealed, &c., and all other goods of same importer liable	158	
Liability for opening warehouse without permit, &c	159	
Liability for altering or defacing marks	161	
Punishment of persons destroying by fire, &c., any bond in which seized or forfeited goods are deposited	186	
For authorizing appointment of warehouses, regulating security to be taken from keepers of, forms and conditions subject to, rent or license fee, &c	230	8
For extending time for clearing warehoused goods, &c	230	9
For regulating form for transferring goods in bond	230	10
Warrant:		
For landing goods to be warehoused or duty paid	42	
Goods unladen without, shall be forfeited	44	
Particulars of, must correspond with report	48	
Shipping, or other must correspond with entry inwards	149	
Shipping, to give name of agent and residence of owner	150	
Weights and measures:		
According to which duties must be collected	12	
Allowance for, to be fixed by governor in council	64	
Wheat: May be ground in bond	130–230	1
Witness: Oath of one or more required as proof for goods lost or destroyed before landing	58	
Wreck:		
Goods may be landed from vessels, before entry, &c	35	
Derelict, flotsam or jetsam, goods, subject to duty	60	
Penalty for not reporting such goods, &c	61	
Writ of assistance:		
How obtainable, &c	177	
Existing, to remain in force	178	
Powers given for effective searching by day or night	179	
Yard: Power of officer to enter, &c	175	

No. 55.

Sir L. West to Mr. Bayard.

WASHINGTON, *December* 7, 1886.

SIR: With reference to your note of the 30th of July last, I am instructed by the Earl of Iddesleigh to communicate to you the inclosed copy of a dispatch, with its inclosures, from the officer administering the Government of Canada, respecting the action of the customs officer at Magdalen Islands, in the case of the United States fishing vessel Mascotte.

I have, &c..

L. S. SACKVILLE WEST.

[Inclosure 1 in No. 55.]

Acting Governor Lord A. G. Russell to Mr. Stanhope.

HALIFAX, NOVA SCOTIA, *October* 30, 1886.

SIR: With reference to your telegraphic message of the 22d August, and to your dispatch of the 25th of August, marked Secret, transmitting copy of a dispatch from Her Majesty's chargé d'affaires at Washington, with a note from Mr. Bayard, complaining of the action of the customs officer at Magdalen Islands with reference to the American fishery schooner Mascotte. I have the honor to forward herewith a copy of an approved minute of the privy council of Canada, embodying a report of the minister of marine and fisheries on the subject.

I have, &c.,

A. G. RUSSELL,
General.

[Inclosure 2 in No. 55.]

Report of a committee of the honorable the privy council, approved by his excellency the administrator of the Government in council for Canada on the 30th day of October, 1886.

The committee of the privy council have had under consideration a telegram of the 22d August and a dispatch of the 25th August last, from the right honorable the secretary of state for the colonies, transmitting copy of a letter from Her Majesty's minister at Washington, inclosing a note from Mr. Secretary Bayard, complaining of the action of the customs officer at Magdalen Islands, with reference to the American fishing schooner Mascotte.

The minister of marine and fisheries, to whom the correspondence was referred, observes that Mr. Bayard, in his note to the British minister at Washington, says:

"I am also in possession of the affidavit of Alex. T. Vachem,* master of the American fishing schooner Mascotte, who entered Port Amherst, Magdalen Islands, and was there threatened by the customs official with seizure of his vessel if he attempted to obtain bait for fishing or take a pilot."

And from a report of the customs officer at Magdalen Islands, a copy of which, so far as it relates to the case in point, is hereto annexed, it appears that no grounds exist for the complaint made by the master of the Mascotte.

The minister states that Captain Vachem [McEachern] was served with a printed copy of the "warning," and was, in addition, informed by the collector that under the treaty of 1818 he had no right to buy bait or to ship men. He was not forbidden to take fish, but, on the contrary, the collector pointed out to him on the chart the places in which, by the convention of 1818, he, as a United States fisherman, had the right to inshore fishing, and one of the places so pointed out to him was the Magdalen Islands.

Notwithstanding the "warning" and the personal explanation of the collector, it appears that Captain Vachem [McEachern] did go up the country and attempt to hire men, and upon his return informed the collector that he could not get any. For this, clearly an illegal act, he was not interfered with by the collector.

The minister further observes that the convention of 1818, while it grants to United States fishermen the right of fishing in common with British subjects on the shores of the Magdalen Islands, does not confer upon them privileges of trading or of shipping men, and it was against possible acts of the latter kind, and not against fishing inshore, or seeking the rights of hospitality guaranteed under the treaty, that Captain Vachem [McEachern] was warned by the collector.

With reference to the remarks of the colonial secretary that "Her Majesty's Government would recommend that special instructions should be issued to the authorities at the places where the inshore fisheries has been granted by the convention of 1818 to the United States fishermen, calling their attention to the provisions of that convention, and warning them that no action contrary thereto may be taken in regard to United States fishing vessels," the minister states that the circular instructions issued to collectors of customs recite the articles of the convention of 1818, which grant to United States fishermen the right to take fish upon the shore of the Magdalen Islands, and of certain parts of the coasts of Labrador and Newfoundland, which instructions the collector in question had received, and the import of which his report shows him to be familiar with.

In addition to this, the commander of the fishery protection steamer La Canadienne was ordered to visit Magdalen Islands, and explain fully to collectors there the extent of their powers.

The minister, in view of these instructions, printed and oral, does not deem it necessary to send further special orders.

The committee, concurring in the foregoing report, advise that your excellency be moved to transmit a copy hereof, if approved, to the right honorable the secretary of state for the colonies.

All which is respectfully submitted for your excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

[Inclosure 3 in No. 55.]

Mr. Poinchaud to the Minister of Marine and Fisheries.

CUSTOM-HOUSE, MAGDALEN ISLANDS,
August 28, 1886.

SIR: I beg to acknowledge the receipt of your telegram respecting captain of the schooner Mascotte's report in reference to my having threatened him with seizure.

I replied, on receipt: "Mascotte information incorrect. Particulars per mail Tuesday."

* So in the British copy. The master's name is Alex. McEachern. (See Doc. No. 66, page 147.)

Particulars: On arrival of the captain I served him a "warning" personally; informed him he could not buy [(?) bait] or ship men.

I say this to all American fishermen. He tried, however, to hire; went up the country to hire, but could not hire a man.

I saw him and men go up, and on his return he told me he could not hire. I did not oppose him. He attended halibutting at Seven Islands, Dominion. I found this out since. I deny having said I would seize him if he obtained bait, himself or crew. I did not use the term, but it suits the captain or owners to use it, as it serves their meaning to make the report good.

I particularly showed him where, on the chart, he had the right to fish inshore, to wit, at the Magdalen Islands, Cape Ray, &c., as per treaty in my hands then.

I think I was very lenient with him and all American fishermen calling here, knowing their privileges.

I treated them so gentlemanly that I am surprised to hear he made the above inaccurate report to you.

Yours, &c.,

J. B. F. POINCHAUD,
Collector of Customs.

No. 56.

Sir L. West to Mr. Bayard.

WASHINGTON, *December* 7, 1886.

SIR: With reference to your notes of the 9th and 18th of August last, I am instructed by the Earl of Iddesleigh to communicate to you the inclosed copy of a dispatch from the governor-general of Canada, with its inclosures, relative to the causes of complaint alleged by the masters of the United States fishing vessels Rattler, Shiloh, and Julia Ellen against Captain Quigley, of the Canadian cruiser Terror.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure 1 in No. 56.]

Acting Governor Lord A. G. Russell to Mr. Stanhope.

HALIFAX, NOVA SCOTIA, *October* 29, 1886.

SIR: I have the honor to forward herewith a copy of an approved minute of the privy council of Canada, furnishing the report asked for in your dispatch of the 1st September last, respecting the alleged unfriendly treatment of the United States fishing schooner Rattler in being required to report to the collector of customs at Shelburne, Nova Scotia, when seeking that harbor for shelter.

I beg also to draw your attention to the statement of the captain of the Terror, appended to the above order in council, which gives the facts concerning the cases of the Shiloh and Julia Ellen, a report as to which was requested in your dispatch of the 9th ultimo.

I have, &c.,

A. G. RUSSELL,
General.

[Inclosure 2 in No. 56.]

Report of a committee of the honorable the privy council for Canada, approved by his excellency the administrator of the Government in council on the 28th day of October, 1886.

The committee of the privy council have had their attention called by a cablegram from the right honorable Mr. Stanhope as to when he may expect answer to dispatch Rattler. The honorable Mr. Bowell, for the minister of marine and fisheries, to whom the papers were referred, submits, for the information of his excellency in

council, that having considered the statements, copies of which are annexed, of Captain Quigley, of the Government cutter Terror, and of the collector of customs at Shelburne, with reference to the subject-matter of the dispatch, he is of opinion that these officers only performed their respective duties in the case of the Rattler, and that no just grounds exist for the complaint put forward in Mr. Bayard's dispatch of a violation of that hospitality which all civilized nations prescribe, or of a gross infraction of treaty stipulations.

The minister states that it does not appear at all certain, from the statements submitted, that this vessel put into Shelburne for a harbor in consequence of stress of weather. It does, however, appear that immediately upon the Rattler coming into port, Captain Quigley sent his chief officer to inform the captain of the Rattler that before sailing he must report his vessel at the custom-house, and left on board the Rattler a guard of two men to see that no supplies were landed or taken on board or men allowed to leave the vessel during her stay in Shelburne Harbor. That at midnight the guard fired a shot as a signal to the cruiser, and the first officer at once again proceeded to the Rattler, and found the sails being hoisted and the anchor weighed preparatory to leaving port. The captain being informed he must comply with the customs regulations and report his vessel, headed her up the harbor. That on the way up she became becalmed, when the first officer of the Terror took the captain of the Rattler in his boat and rowed him to the town, where the collector of customs received his report at the unusual hour of 6 a. m. rather than detain him, and the captain with his vessel proceeded to sea.

The minister observes that under section 25 of the customs act every vessel entering a port in Canada is required to immediately report at the customs, and the strict enforcement of this regulation as regards the United States fishing vessels has become a necessity in view of the illegal trade transactions carried on by the United States fishing vessels when entering Canadian ports under pretext of their treaty privileges.

That under these circumstances, a compliance with the customs act, involving only the report of a vessel, cannot be held to be a hardship or an unfriendly proceeding.

The minister submits, in view of the repeated groundless complaints of being harshly treated that have been made during the present season by captains of United States fishing vessels, and in almost every instance traceable to a refusal or neglect to observe the customs regulations, which, it is proper to state, are enforced upon other vessels as well as those of the United States, herewith a letter written by Captain Blake, of the United States fishing schooner Andrew Burnham, which appeared in the Boston (Massachusetts) Herald of the 7th instant, and also the editorial comments thereon made in a subsequent issue of the paper referred to.

The minister believes that the statements made by Captain Blake are strictly accurate, and as applied to other vessels are substantiated by the weekly boarding reports, received by the fishery department from the different captains engaged in the fisheries protection service. He, the minister, therefore respectfully submits that the reflections of Mr. Secretary Bayard, characterizing the treatment extended to the captain of the Rattler as unwarrantable and unfriendly, is not merited, in view of the facts as stated by Captain Quigley and Collector Attwood.

The committee concur in the report of the acting minister of marine and fisheries and advise that your excellency be moved to transmit a copy of this minute, if approved, to the right honorable Her Majesty's principal secretary of state for the colonies.

All which is respectfully submitted for your excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

[Inclosure 3 in No. 56.]

[Extract from the Boston Herald of October 9, 1886.]

A Fiishing Captain's Experience.—The letter of Capt. Nathan F. Blake, of the fishing schooner Andrew Burnham, of this city, which we published on Wednesday, would apparently indicate that the Canadian officials have not been disposed to push the requirements of their law quite as vigorously as some of our fishermen have maintained. Captain Blake says he has experienced not the least trouble in his intercourse with the Canadian officials, but that as he treated them courteously, they, on their side, have reciprocated in like terms. There is, undoubtedly, a great deal of bitterness felt on both sides, and probably this bitterness has led both parties to be ungracious in their own conduct, and to exaggerate the wrongs they have endured, hardships frequently due to an unwillingness to observe the requirements of the law as these are now laid down. If all American fishing captains exhibited the same courtesy and moderation that Captain Blake has shown, we imagine that there would be very little trouble in arriving at an equitable and pleasing understanding with Canada.

[Inclosure 4 in No. 56.]

Captain Quigley to Major Silton.

SHELBURNE, *September* 30, 1886.

SIR: I beg to acknowledge the receipt of your letter of the 27th instant, requesting the circumstances connected with the boarding of the vessels Rattler, Julia and Ellen, and Shiloh.

In the case of the Rattler, she came into Shelburne Harbor on the evening of the 4th August at 6 o'clock. She being at some distance from where I was anchored, and it being too rough to send my boat so far, I fired a musket signal for her to round-to, which she did, and came to an anchor alongside of my vessel.

I then sent the chief officer to board her; he reported she put in for shelter. The captain was then told by the chief officer to report his vessel before he sailed, and that he must not let his men on shore, and that he would leave two men, who are always armed, on board to see that he did not otherwise break the law.

About midnight the captain hoisted his sails to leave port, thereby evading the customs law requiring him to report (for which I refer you to section 25 of the customs act), and disregarding my instructions.

The watchman fired a signal, calling my attention to his act, when I sent the chief officer to tell him he must lower his sails and report his vessel in the morning, otherwise he would likely have his vessel detained. He did so and sailed up in company with the chief officer at 4 o'clock a. m. On the way it fell calm, and the vessel anchored. The chief officer with my boat's crew rowed him up to the custom-house, where he reported at 6 a. m.; and returned, passing out to sea at 8 a. m, The captain was only asked to report his vessel as all others do, but was not disposed to do so.

In the case of the Julia and Ellen, she came into the harbor of Liverpool on the 9th of August, about 5 p. m. Being some distance from me, I fired a blank musket shot to round her to. When she anchored I boarded her, and the captain reported that he came in for water. I told him to report his vessel in the morning, as it was then after customs hours, and that he must not let his men ashore, and that I would leave two men on his vessel to see that my instructions were carried out, and to see that he did not otherwise break the law.

In the morning, at 8 o'clock, I called for the captain to go to the custom-house and told him his men could go on and take water while he was reporting, so that he would be all ready to sail when he returned, which they did, and he sailed at noon.

In the case of the Shiloh, she came into the harbor about 6 p. m. on the 9th of August, at Liverpool, and a signal was fired in her case the same as the others.

When she anchored I boarded her, and the captain reported she was in for water. I told him it was then too late to report at the customs till morning, and that he must not allow his crew on shore; also that I would leave two men on board to see that he did not otherwise break the law, and that my instructions were carried out.

In the morning I called for the captain, when taking the Julia and Ellen's captain ashore. When there I told him, as I did the other, that his men could go on taking water while he was reporting, so that he could sail when he returned, and not be delayed. This they did not do.

I have reason to know that it was not water this vessel came in for, as several of the crew lived there, and it was for the purpose of letting his men ashore, and not for taking water, that he put in. He afterwards emptied six barrels of water, stating that they were sour, and fooled all day filling them, delaying the time, that he might get his crew on shore. I refused to allow his crew on shore for any other purpose than to take water, after completing which, the weather being fine, I ordered him to sea in the evening.

The signals that were fired were not intended to make them come-to quickly, but as a signal for them to either round-to or show their ensign.

After the Shiloh sailed the harbor master informed me that she landed two men at the mouth of the harbor, 7 miles down, before she reported, and the evening she sailed she called after dark and picked them up.

In many cases it is an understood thing between the captains and crews to let the men ashore and then make out they have deserted. In all cases where a vessel puts in for shelter the captain reports, and the rest of his crew are not allowed ashore, as the vessel only put in for the privilege of shelter and for no other purpose.

When she puts in for water, after reporting, the captain is allowed to take his boats and the men he requires to procure water, and the rest remain on board, after which he is ordered to sea. When in for repairs he is allowed all the privileges he requires after reporting, and when ready is ordered to sea. In all cases, except when in for repairs, I place men on board to see that the law is not violated, as many of those vessels put into the harbor and make taking water and seeking shelter an excuse either to get men or land them, or to allow them a chance to see their friends, or to get goods

ashore if the vessel is on her way from American ports to the fishing grounds, and have landed men here and at other ports on this coast in my absence.

In one case in this port, a vessel, finding I was in the harbor, let men take a boat and land, she going on her way home to the States. That is why I put men on these vessels, to keep them from breaking the law under cover of night. I might remark here that the collector of customs at Liverpool informed me that the Shiloh on her previous voyage remained in port five days after being ordered out, delaying for the purpose of letting the men be with their friends.

Now that they are not allowed all the privileges they once enjoyed, it is an outrage on my part.

These are the facts connected with those vessels which I reported to Captain Scott while in Halifax some time ago. I treat all courteously, but firmly, and find no trouble with any but a few who wish to evade the law.

I am, &c.,

THOMAS QUIGLEY,
Government Cruiser Terror.

[Inclosure 5 in No. 56.]

Mr. Attwood to the Commissioner of Customs, Ottawa.

CUSTOM-HOUSE, SHELBURNE, *September* 6, 1886.

SIR: I have to acknowledge the receipt of your telegram of the 4th instant relative to schooner Rattler, and I wired an answer this morning as requested.

On the morning of the 4th ultimo chief officer of Terror, accompanied by Capt. A. F. Cunningham, called at this office. Captain Cunningham reported his vessel inwards as follows, viz: Schooner Rattler, of Gloucester, 93 tons register, 16 men, from fishing banks, with 465 barrels mackerel, came in for shelter.

I was afterwards informed by the officer of cutter that they found the schooner the evening before at anchor off Sandy Point, 5 miles down the harbor. Two men from cutter were put on board, and the master required to report at customs in the morning. I was also informed that the master, Captain Cunningham, made an attempt to put to sea in the night by hoisting sails, weighing anchor, &c., but was stopped by officer from cutter.

I am, &c.,

W. H. ATTWOOD,
Collector.

[Inclosure 6 in No. 56.]

[Extract from the Montreal Gazette of October 13, 1886.]

A Fisherman's Tale.—The following letter which appears in the Boston Herald conveys a different impression to many statements that have appeared on the subject:

"So much has been written and printed about the experiences of American fishermen in Canadian waters, and the indignities put on them, I wish you would open your columns and give your readers an insight into the other side of the story. I sailed from Boston for North Bay on the 16th June, not knowing just what the cutters would do or how the law would be interpreted. I neared the coast with fear and anxiety. The first land sighted was White Head, and immediately cries came from aloft, 'Cutter in sight, ahead.' I rushed to the deck, found the vessel, which proved to be the Howlet, commanded by Captain Lowry, nearing us rapidly. At time of sighting the cutter we were standing inshore. She hoisted her flags to let us know what she was, and we immediately 'about ship,' and put to sea to get out of her way, for fear we might be placed on the prize-list of the captures. We finally headed up for Port Mulgrave, in Canso, expecting to receive rough usage from the authorities, but, to our surprise, found Collector Murray a perfect gentleman, willing to assist me as far as he could without encroaching on the Canadian laws. From there we put in at Port Hawkesbury, and boarded the cutter Conrad, and asked the captain for instructions in regard to the three-mile limit, and what privileges, if any, we had. I was answered, in a courteous and hearty way, that he did not have them aboard, but would go ashore in a few moments and get me a printed copy of the regulations, which he did, and assured us that if we followed them we would be unmolested; that he was there to see that the law was not violated, but not to cause unnecessary annoyance. After receiving instructions from the captain, thanks to him, I went to the custom-house and entered my vessel, paying 25 cents. I found a very pleasant gentleman in the collector, who did all in his power to relieve my mind and make us comfortable. Souris was our next port of landing, where we also reported and were well treated. From there

we went to Malpeque, where we found another gentleman in the collector. We met the cutter Howlet at Cassumpece, and had several interviews with the commander, Captain Lowry, whom I found a quiet, just, and gentlemanly officer. My vessel was one of the fleet ordered out of harbor by him. At that time it was as good a fish day as one could ask for, and the instructions were plain that at such times we had no right to remain in harbor. At no time is there much water to spare on the bar, and it is a common occurrence for vessels to ground in going in or out, and that some did touch was due to ignorance of the channel or carelessness on the part of captains. At the time the order was issued the weather was fair, but before all the fleet could work out through the channel, one of the sudden changes in weather, so much to be dreaded on such a coast, came, and the cutter rescinded the order and the fleet returned. It has been printed in a Boston paper that, owing to being forced to sea by the cutter's orders in bad weather, my schooner, the Andrew Burnham, fouled two Englishmen, and narrowly escaped serious damage. If true, it would look like a hardship. It was simply this: In getting under way, in a small and crowded space, finding I would not have room, I dropped our starboard anchor. That not holding, we let go the other, and it brought us up all right; not much in this to point to as an outrage or danger from stress of weather. I believe Captain Lowry to be a man who would carry out all the requirements of the Canadian laws, but I saw nothing in my experience in those waters that could be considered as being arbitrary, or taking a mean advantage of his official authority to annoy any one. Captain Lowry has been a master of vessels for twenty-five years, is a man of high reputation as a seaman, and as good a judge of whether the weather is favorable for a vessel to go to sea as any man who walks a deck, and when he ordered the fleet to sea he went himself, and I know he would not order a vessel to leave harbor if there was any danger of loss of life or property. We reported at Cassumpece, and were treated the same as at all other ports we touched at. If our vessels would attend to reporting at the custom-house, the same as they do in our ports, no trouble would be met with.

"If we had free fish it would give the Canadians some recompense for what our fishermen want, viz, the right to go anywhere and everywhere, use their harbors, ship men, get provisions, land and mend our nets, buy salt and barrels, and ship our catch home by rail or steamer without expense or annoyance, the same as we have heretofore.

"If we had had that privilege this year, myself and vessel would have been $5,000 better off this season, and all the fishermen in the bay would have been in the same boat with me. I do not say that I am too honest not to fish within the three-mile limit, nor do I believe there is a vessel in the fleet who would not, if the cutter was out of sight. I made two trips to the bay, both of which were very successful, and I lived up to the requirements of the law as well as I knew how, and did not find them obnoxious or to interfere with my success, and everywhere I went I was courteously treated by the officials, especially so by both the cutters. Should it be a bay year next season, I hope to meet them again. Those who openly preached that they would go where they pleased, do what they wanted to in spite of law or cutters, shipped men, smuggled, or openly fished inside the limit, and indulged in the satisfaction of damning the cutter, the captain, the Government, and everything else when they knew they could do it with impunity, and that the men they were talking to could not resent it by word or blow, were looked after sharp, and were not extended the courtesy that was shown so many of us.

"In the interest of fair play, I could not help writing you and asking you to give this to your readers, if not taking up too much of your valuable space.

"Very respectfully,

"NATHAN F. BLAKE,
"*Captain Schooner Andrew Burnham, of Boston.*

"BOSTON, *October* 6, 1886."

No. 57.

Sir L. West to Mr. Bayard.

WASHINGTON, *December* 7, 1886.

SIR: I am instructed by the Earl of Iddesleigh to communicate to you the inclosed copy of a dispatch, with its inclosures, from the officer administering the Government of Canada, expressing the regret of the Dominion Government at the action of the captain of the Canadian cut-

ter Terror in lowering the United States flag from the United States fishing schooner Marion Grimes, of Gloucester, Mass., while that vessel was under detention at Shelburne, Nova Scotia.

I have, &c.,

L. S. SACKVILLE WEST.

[Inclosure 1 in No. 57.]

Acting Governor Lord A. G. Russell to Mr. Stanhope.

HALIFAX, NOVA SCOTIA, *October* 27, 1886.

SIR: I have the honor to transmit herewith a copy of an approved minute of the privy council of Canada, expressing the regret of my Government at the action of the captain of the Canadian cutter Terror in lowering the United States flag from the United States fishing schooner Marion Grimes, of Gloucester, Mass., while that vessel was under detention at Shelburne, Nova Scotia, by the collector of customs at that port for an infraction of the customs regulations.

I have communicated a copy of this order in council to Her Majesty's minister at Washington.

I have, &c.,

A. G. RUSSELL,
General.

[Inclosure 2 in No. 57.]

Report of a committee of the honorable the privy council for Canada, approved by his excellency the administrator of the Governmemt in council on the 26th October, 1886.

On a report, dated the 14th October, 1886, from the Hon. Mackenzie Bowell, for the minister of marine and fisheries, stating that on Monday, the 11th October instant, the United States fishing schooner Marion Grimes, of Gloucester, Mass., was under detention at Shelburne, Nova Scotia, by the collector of customs at that port for an infraction of the customs regulations; that while so detained, and under the surveillance of the Canadian Government cutter Terror, the captain of the Marion Grimes hoisted the United States flag.

The minister further states that it appears that Captain Quigley, of the Terror, considered such act as an intimation that there was an intention to rescue the vessel, and requested Captain Landry to take the flag down. This request was complied with. An hour later, however, the flag was again hoisted, and on Captain Landry being asked if his vessel had been released, and replying that she had not, Captain Quigley again requested that the flag be lowered. This was refused, when Captain Quigley himself lowered the flag, acting under the belief that while the Marion Grimes was in possession of the customs authorities, and until her case had been adjudicated upon, the vessel had no right to fly the United States flag.

The minister regrets that he should have acted with undue zeal, although Captain Quigley may have been technically within his right while the vessel was in the custody of the law.

The committee advise that your excellency be moved to forward a copy of this minute, if approved, to the right honorable the secretary of state for the colonies, and to Her Majesty's minister at Washington, expressing the regret of the Canadian Government at the occurrence.

All of which is respectfully submitted for your excellency's approval.

JOHN J. MCGEE,
Clerk, Privy Council.

II.—CORRESPONDENCE BETWEEN THE DEPARTMENT OF STATE AND THE UNITED STATES LEGATION IN LONDON.

No. 58.

Mr. Bayard to Mr. Phelps.

No. 289.] DEPARTMENT OF STATE,
Washington, May 11, 1886.

SIR: With reference to your telegram of the 9th instant, in regard to the fisheries question, I transmit to you herewith a copy of a note which I addressed to Sir Lionel West yesterday on the subject.

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Bayard to Sir L. West, May 10, 1886. (For inclosure, see No. 4, p. 6.)

No. 59.

Mr. Bayard to Mr. Phelps.

No. 303.] DEPARTMENT OF STATE,
Washington, May 21, 1886.

SIR: With reference to my instruction No. 289 of the 11th instant, transmitting to you a copy of my note of the 10th of this month to Sir Lionel West, Her Britannic Majesty's minister at this capital, concerning the fishery question, I now inclose for your information a copy of a further note on the same subject, which I addressed to Sir Lionel West yesterday, inclosing also a copy of the report of the United States consul-general at Halifax, which is referred to in my note to Sir Lionel West.

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Bayard to Sir Lionel West, May 20, 1886. (See No. 6, p 10.)

[Inclosure No. 2 with No. 303.]

Mr. Phelan to Mr. Porter.

No. 82.] UNITED STATES CONSULATE-GENERAL,
Halifax, May 15, 1886.

SIR: As instructed by message from the honorable Secretary of State to personally report, fully and carefully, all the facts and proceedings connected with the seizure of the American schooner David J. Adams by armed men from the Canadian steamship Lansdowne, I left Halifax for St. John May 10 as soon after receiving the message as the means of travel would permit. After leaving I learned that the vessel had been taken back to Digby, where I proceeded, and found her anchored close to the Lansdowne in Digby Harbor. Shortly after my arrival Captain Scott, of the Lansdowne, formally transferred the custody of the vessel to the collector of the port of Digby to be held on a charge, as the collector informed me, of violating the customs act of 1883, the penalty being $400. He said if this sum was paid and the vessel not claimed by the minister of fisheries he would release her. On the following morning, in order to get at the facts in connection with the seizure, I addressed a note to the collector asking him to furnish me a copy of the charges against the vessel. He replied verbally that the vessel passed out of his possession, and was again in Captain Scott's custody. I then addressed Captain Scott a communication asking him to state in writing, fully and specifically, with as little delay as possible, why he detained this vessel. (A copy marked A attached.)

Captain Scott replied by referring me to the deputy minister of fisheries in Ottawa. (Reply attached marked B.) The refusal of Captain Scott to give this information, which I had a right to have, even without asking for it, was not only discourteous to me, but an indignity to the nation whose vessel he seized. The next morning I heard that a process in an admiralty suit against the schooner was served on the vessel. I went on board and found that the process was served by affixing to the mast with nails what I supposed to be a warrant or summons; no part of which, except the indorsement, was visible. I requested permission from the person in charge of the schooner to take down this process so that I might read, and, if possible, ascertain from its contents what offenses were charged against this vessel. My request was refused; and right here I may remark that it seems a strange course of procedure to serve a party with a process to appear and defend a suit, and then prohibit that party and those interested in his protection and defense in respect to that suit, from seeing or inspecting the process thus served. The frequent changes as to the custodians of this vessel, the mysterious, secret, and unexplained movements of these officials, and their refusal to set forth any of the alleged offenses charged to the vessel, was most aggravating.

All the parties to the controversy were on the ground, and want of knowledge could not be urged as a reason why this information was withheld. Not until after my arrival in Halifax, on the 14th of May, did I receive the slightest intimation of the charge against the vessel, but on the contrary every effort was made to conceal it. All I could do under the circumstances was to serve Captain Scott, and the person in charge of the schooner, with protest (marked C). Captain Scott arrived in Halifax on the 12th. On the 14th he sent me a second reply (marked D), in which he stated that the vessel was seized for a violation of the imperial statutes in entering a port for other than a legal purpose.

The facts in this case, as I obtained them from Captain Kinney, are as follows:

The David J. Adams entered Digby Bay on Wednesday evening, May 5, 1886. Her captain purchased from a fisherman named Ellis, residing at the entrance of Digby Bay, nearly five barrels of bait. On Thursday he purchased from several fishermen, whose names he did not know, nearly seven barrels of bait. He then brought his vessel to anchor. It appears that this man Ellis had promised to sell this bait to a Canadian captain named Sproule for 75 cents per barrel, but getting $1.25 from the captain of the David J. Adams, sold it to him. The Canadian captain reported the sale to the collector, who telegraphed for the Lansdowne which arrived during the night. On Friday morning the David J. Adams in sailing out of the basin, was hailed by a boat from the Lansdowne and came alongside, the commander of which asked the name of the vessel and that of her owner, where she was from, and her business in the basin. Being answered by the captain in his own way, the boat returned to the Lansdowne without ordering the vessel to sea. The schooner continued her course, but ran aground, and while in this position she was boarded a second time. The officer in charge stated that he had orders from Captain Scott to search the vessel, and immediately proceeded to carry out the order, and found some herring. The captain was asked how old they were. He replied about ten days. The boat again returned to the Lansdowne and brought to the schooner a new officer, who examined the vessel and returned to the Lansdowne. The fourth visit to the vessel brought Captain Scott, who, in the name of the Queen, seized her. On Saturday

morning the vessel was taken to St. John, N. B., and on Sunday she was returned to Digby, the place of capture.

A suit has been begun in the supreme court of Nova Scotia at Halifax in the name of the Queen against Alden Kinney, master, in which the following claim is made, namely, for £200 sterling, equal to $973.33, for violation of a certain convention between his late Majesty, George the Third, King of Great Britain and Ireland, of the one part, and the United States of America of the other part, made on the 20th day of October, A. D. 1818, and for violation of the act of Parliament of Great Britain and Ireland, made and passed in the fifty-ninth year of the reign of his late Majesty, George the Third, King of the United Kingdom of Great Britain and Ireland, being chapter 38 of the acts of the said last Parliament, and passed in said year. In addition to the above, an action has been instituted in the vice-admiralty court at Halifax to have the vessel and cargo forfeited. The charges are (1) that she violated the treaty of 1818; (2) that she violated the provisions of the act 59, George the Third; (3) that she violated the provisions of chapter 61 of the Canadian acts of 1870, and chapter 23 of the acts of Canada, 1871. Also a suit was instituted later for violating the customs act of Canada for 1883. Under this act it is charged that the vessel did not report her arrival at Digby to the customs officer. Digby is a fishing village without a corporation, and, so far as I could learn, and I made special inquiry, the harbor is not defined, and the practice has been that only vessels having business at Digby entered at the custom-house. The records of the office will show, and the collector admitted, that during his forty years' service fishermen went in and out the bay at pleasure and were never required to report. It is very plain that this suit was not instituted to vindicate the law, as the vessel was not apprehended on that charge, but instituted to annoy and harass our fishermen. The other suits are for violating the treaty of 1818, and statutes made under it. I confidently report that the only charge against the vessel that can be sustained, or that she is guilty of, is purchasing fish in British waters.

My conclusions are therefore as follows:

(1) That the David J. Adams was not fishing, had not fished, and was not preparing to fish in British waters.

(2) She did not conceal her name nor attempt to conceal her name.

(3) She did not report to the custom-house at Digby, because she did not enter the harbor of Digby, but only Digby Basin.

(4) She purchased twelve barrels of fish for bait in British waters for deep-sea fishing, and not to fish in such waters.

I am, sir, your obedient servant,

M. H. PHELAN,
Consul-General.

[Inclosure 1 with Mr. Phelan's No. 32.]

Mr. Phelan to Captain Scott.

CONSULATE-GENERAL OF THE UNITED STATES, HALIFAX,
Digby, Nova Scotia, May 11, 1886.

Captain SCOTT, *Fishery Officer,*
Commanding S. S. Lansdowne:

SIR: It has been been brought to my knowledge that certain officers and men of the S. S. Lansdowne boarded the American schooner David J. Adams on the coast of Nova Scotia, and by force took therefrom the master and crew of said schooner, and that the said American shooner, David J. Adams, is now in your possession and custody, and held by you as commander of the Canadian marine police against the owners and master thereof.

Therefore, it becomes my duty, as consul-general of the United States for the maritime provinces, to ask you to state in writing, fully and specifically, with as little delay as possible, why you detain such vessel, and refuse to restore her to the lawful owners and master.

I am, &c.,

M. H. PHELAN,
Consul-General United States.

[Inclosure 2 with Mr. Phelan's No. 82.]

Captain Scott to Mr. Phelan.

CANADIAN GOVERNMENT S. S. LANSDOWNE,
Digby, Nova Scotia, May 11, 1886.

SIR: I am in receipt of your letter of this day's date, requiring to know why I have detained the American fishing schooner D. J. Adams, and in reply would beg of you to apply to the deputy minister of fisheries in Ottawa for an answer, as I am acting under instruction.

I have, &c.,

P. A. SCOTT,
Captain Commanding the Marine Police.

The Hon. M. H. PHELAN,
Consul-General for the United States.

[Inclosure 3 with Mr. Phelan's No. 82.]

Protest of Captain Kenney, of the David J. Adams.

To Captain Scott, commanding the Marine Police, and all other persons whomsoever seizing, holding, or detaining the schooner David J. Adams:

Take notice that the undersigned hereby protest and object against the illegal seizure and detention of said vessel and her appurtenances, and demand the immediate restoration of said vessel to the undersigned, the lawful master.

And further take notice that the owners of and parties interested in said vessel intend to hold the parties who seized said vessel, as well as those who may have her in their custody, or who may detain her, liable for all damages consequent upon their seizure and detention.

ALDEN KINNEY,
Master David J. Adams.

DIGBY, *May* 12, 1886.

Countersigned and concurred in by
M. H. PHELAN,
Consul-General of the United States.

[Inclosure 4 with Mr. Phelan's No. 82.]

Deposition of the captain and crew of the David J. Adams.

In the matter of the seizure of the United States schooner David J. Adams, of Gloucester, now held by the Dominion of Canada.

We, the captain and crew of the schooner David J. Adams, of Gloucester, Mass., in the United States of America, depose and saith under oath, as follows: I, Captain Alden Kinney; I am 25 years old; occupation, seaman; citizen of the United States. What is your present occupation? Master of the David J. Adams. What is her tonnage? Sixty-six register. Owned by Capt. Jesse Lewis. We left Gloucester, Mass., for Eastport, Me., for bait on or about the 10th day of April last. We arrived at Eastport, Me., on the following Monday, April 12, and got bait and proceeded to the Banks. We fished for several days, say about twelve days, and set out for and returned to Eastport, Me., that being a central station as a general thing for fishermen's headquarters at this season of the year for bait and other supplies. We again left Eastport for the Banks and put into Digby Basin about 11 o'clock on the 6th day of May, and we anchored under Lower Granville. We got under way the next morning at about 5 o'clock, bound out. The reason we could not get out was on account of the wind dying away, and we drifted back with the tide. We sailed up off of Digby Town and tacked, anchoring off of or about Bear Island. This was about 10 o'clock in the forenoon. Not being satisfied with the place we layed we shifted further up the basin, say about two miles further. We again anchored there until 5 o'clock, got under way, and shifted to another part of the basin and anchored until Friday morning about 4 o'clock. We then got under way and started to go out of the basin into the Bay of Fundy. Shortly after we got under way a boat from the steamer lying off the harbor, which proved to be the steamer Lansdowne, of the Dominion service, was seen coming toward us and we continued our course as we were before we saw the boat coming. The boat caught up to us when we were about a mile and a half from our recent anchorage of the night. The officer on board the boat asked us where we hailed from, and the vessel's name and tonnage; captain's name and owner's, and

what we were there for, and if we had any bait in. Receiving my reply (captain's) the boat rowed away. We still continued on our course until we got into St. George's Channel (they called), and grounded at low water, and there remained aground for about two hours, and after floating the tide was too strong for us to proceed out of the basin. We were at that time again boarded by the same boat and officer of the Lansdowne, who searched our vessel. The officer, on boarding with armed men, said that he was ordered by Captain Scott to search the vessel, which they did by coming on board and examining the hold of the vessel and different parts of the deck. They stated to Captain Kinney that some herring was below in the hold, and we answered that they were ten days old. The officer of Lansdowne and boat returned to their ship. Afterwards the Lansdowne boat boarded us for the third time, and brought another officer, whom I understand was Captain Dakin, who also entered hold and examined the herring, and then returned to their vessel. Again for the fourth time the same officers and crew of the Lansdowne boarded us, who informed us that we would be held here in Digby for some time. We were ordered by the same officer to bring our vessel to Digby and to anchor as near as possible to the steamer Lansdowne, which order we obeyed. This was the morning of May 7. The same boat, after bing towed up to the town by us, cast off from us also; the officer and crew in charge went on board his vessel. Soon after an officer boarded us and ordered us to lower our sails and await further orders. About four hours afterward Captain Scott ordered the hatches removed, and he examined the cargo, and returning to the deck of our vessel Captain Scott said he had seized us in the Queen's name. Then Captain Scott notified us that we might go on shore to the American consul, and said he would at once return with Lansdowne and the schooner David J. Adams to St. John, N. B. We remained on board our own vessel during that night under charge of five armed men of the Lansdowne's crew. Saturday morning early all of us and our captain, with the exception of three of our men, were ordered on board the Lansdowne. We were then taken to St. John and went on shore, according to the order of the night previous to go on shore. Our captain took the papers and articles belonging to the David J. Adams with him on shore. Our vessel was towed to St. John at the same time and fastened to the Lansdowne with chain cable, both lying at the wharf at St. John. The vessel was there on Sanday morning, when I was informed by an officer of the Lansdowne that they were going to remove her to Digby. I was told that I could return to Digby in the vessel if I chose, or otherwise take out my personal effects and that of the crew. The Lansdowne and our vessel then left St. John. On Wednesday, the 12th day of May, on our arrival in Digby, Captain Scott came to me as captain of the D. J. Adams and demanded her register of said vessel before I had landed from the steamboat, which I refused to give up.

Question. Captain, there is a charge that you concealed the name of your vessel by tacking canvas or by other means of covering the name on the stern of the vessel?

Captain Kinney answers that he denies the charge; it is not true. I never concealed nor attempted to conceal the name of the vessel.

Did you ever fish or attempt to fish in British waters during this season?

Captain answers that he never did; that he never saw the land from where I fished. Deep-sea fishing is the only fishing that we are engaged.

Did you ever buy bait or attempt to buy bait for the purpose of fishing in British waters?

No, sir; I did not.

Did you come into Digby Basin to buy bait for the purpose of fishing in British waters during this season?

Answer. No, I did not.

Did you purchase bait or attempt to purchase bait while at anchor above Bear River?

Answer. No, I did not.

ALDEN KINNEY,
Master.

We, the undersigned seamen or crew of the schooner David J. Adams, of Gloucester, Mass., in the United States of America, being present and having heard the above testimony of Capt. Alden Kinney, and we all being under oath, do certify that the same is true to our best knowledge and belief and we know no other fact bearing on or in connection with this case.

SAMUEL HOOPER.	ISAIAH ROBERTS.
JAMES SWINEBORG.	JOHN BEATON.
JOHN BROWN.	ELROY PRIOR.
E. D. SIMMONS.	FRED. FISCHER.
JOSEPH BOUCHIN.	JOSEPH HENLEY.
FRANK ARNESEN.	CALVIN COOK.

Sworn and subscribed before me at Digby, Nova Scotia, May 13, 1886.

[SEAL.]

M. H. PHELAN,
Consul-General, United States.

[Inclosure 5 with Mr. Phelan's No. 82.]

Captain Scott to Mr. Phelan.

CANADIAN STEAMER LANSDOWNE,
Digby, May 12, 1886.

SIR: In reply to your letter of the 11th instant, I am directed by the minister of marine and fisheries to state to you that the David J. Adams was seized for a violation of the Canadian customs act, and also for a violation of the imperial statute for entering a port for other than legal purposes.

I am, sir, your obedient servant,

P. N. SCOTT,
Captain and Fishery Commissioner.

The Hon. M. H. PHELAN,
Consul-General, United States.

No. 60.

Mr. Bayard to Mr. Phelps.

No. 310.] DEPARTMENT OF STATE,
Washington, June 1, 1886.

SIR: With reference to my instructions No. 289, of the 11th ultimo, and No. 303, of the same month, transmitting to you for your information copies of my recent notes to Sir Lionel West concerning the fisheries question, I now inclose herewith for your further information two copies of a note which I addressed on the 29th ultimo to Her Britannic Majesty's minister at this capital in relation to house of commons bill No. 136, now pending in the Dominion Parliament, entitled "An act further to amend the act respecting fishing by foreign vessels."

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Bayard to Sir L. West, May 29, 1886. (See No. 8, p. —.)

No. 61.

Mr. Phelps to Mr. Bayard.

No. 293.] LEGATION OF THE UNITED STATES,
London, June 5, 1886. [Received June 14.]

SIR: I have the honor to inclose herewith the copy of a note which I have this day addressed to the Earl of Rosebery, Her Majesty's principal secretary of state for foreign affairs, on the subject of the Canadian fisheries, embodying the substance of the views which, under instructions from the Department of State, I have already presented to his lordship orally in various interviews, and of the arguments adduced in support of the same.

I have, &c.,

E. J. PHELPS.

[Inclosure with Mr. Phelps's No. 293.]

Mr. Phelps to Lord Rosebery.

LEGATION OF THE UNITED STATES,
London, June 2, 1886.

MY LORD: Since the conversation I had the honor to hold with your lordship, on the morning of the 29th ultimo, I have received from my Government a copy of the report of the consul-general of the United States at Halifax, giving full details and depositions relative to the seizure of the David J. Adams, and the correspondence between the consul-general and the colonial authorities in reference thereto.

The report of the consul-general and the evidence annexed to it appear fully to sustain the point submitted to your lordship in the interview above referred to, touching the seizure of this vessel by the Canadian officials.

I do not understand it to be claimed by the Canadian authorities that the vessel seized had been engaged or was intending to engage in fishing within any limit prohibited by the treaty of 1818.

The occupation of the vessel was exclusively deep-sea fishing, a business in which it had a perfect right to be employed. The ground upon which the capture was made was that the master of the vessel had purchased of an inhabitant of Nova Scotia, near the port of Digby, in that province, a day or two before, a small quantity of bait to be used in fishing in the deep sea, outside the three-mile limit.

The question presented is whether, under the terms of the treaty and the construction placed upon them in practice for many years by the British Government, and in view of the existing relations between the United States and Great Britain, that transaction affords a sufficient reason for making such a seizure and for proceeding under it to the confiscation of the vessel and its contents.

I am not unaware that the Canadian authorities, conscious, apparently, that the affirmative of this proposition could not be maintained, deemed it advisable to supplement it with a charge against the vessel of a violation of the Canadian customs act of 1883, in not reporting her arrival at Digby to the customs officer. But this charge is not the one on which the vessel was seized, or which must now be principally relied on for its condemnation, and standing alone could hardly, even if well founded, be the source of any serious controversy. It would be at most, under the circumstances, only an accidental and purely technical breach of a custom-house regulation, by which no harm was intended, and from which no harm came, and would in ordinary cases be easily condoned by an apology, and perhaps the payment of costs.

But trivial as it is, this charge does not appear to be well founded in point of fact. Digby is a small fishing settlement and its harbor not defined. The vessel had moved about and anchored in the outer part of the harbor, having no business at, or communication with Digby, and no reason for reporting to the officer of customs. It appears by the report of the consul-general to be conceded by the customs authorities there that fishing vessels have for forty years been accustomed to go in and out of the bay at pleasure, and have never been required to send ashore and report when they had no business with the port, and made no landing; and that no seizure had ever before been made or claimed against them for so doing.

Can it be reasonably insisted under these circumstances that by the sudden adoption, without, notice, of a new rule, a vessel of a friendly nation should be seized and forfeited for doing what all similar vessels had for so long a period been allowed to do without question?

It is sufficiently evident that the claim of a violation of the customs act was an afterthought, brought forward to give whatever added strength it might to the principal claim on which the seizure had been made.

Recurring, then, to the only real question in the case, whether the vessel is to be forfeited for purchasing bait of an inhabitant of Nova Scotia, to be used in lawful fishing, it may be readily admitted that if the language of the treaty of 1818 is to be interpreted literally, rather than according to its spirit and plain intent, a vessel engaged in fishing would be prohibited from entering a Canadian port "for any purpose whatever" except to obtain wood or water, to repair damages, or to seek shelter. Whether it would be liable to the extreme penalty of confiscation for a breach of this prohibition in a trifling and harmless instance might be quite another question.

Such a literal construction is best refuted by considering its preposterous consequences. If a vessel enters a port to post a letter, or send a telegram, or buy a newspaper, to obtain a physician in case of illness, or a surgeon in case of accident, to land or bring off a passenger, or even to lend assistance to the inhabitants in fire, flood, or pestilence, it would, upon this construction, be held to violate the treaty stipulations maintained between two enlightened maritime and most friendly nations, whose ports are freely open to each other in al other place and under all other circumstances.

If a vessel is not engaged in fishing she may enter all ports; but if employed in fishing, not denied to be lawful, she is excluded, though on the most innocent errand. She may buy water, but not food or medicine; wood, but not coal. She may repair rigging, but not purchase a new rope, though the inhabitants are desirous to sell it. If she even entered the port (having no other business) to report herself to the custom-house, as the vessel in question is now seized for not doing, she would be equally within the interdiction of the treaty. If it be said these are extreme instances of violation of the treaty not likely to be insisted on, I reply that no one of them is more extreme than the one relied upon in this case.

I am persuaded that your lordship will, upon reflection, concur with me that an intention so narrow, and in its result so unreasonable and so unfair, is not to be attributed to the high contracting parties who entered into this treaty.

It seems to me clear that the treaty must be construed in accordance with those ordinary and well-settled rules applicable to all written instruments, which without such salutary assistance must constantly fail of their purpose. By these rules the letter often gives way to the intent, or rather is only used to ascertain the intent.

The whole document will be taken together, and will be considered in connection with the attendant circumstances, the situation of the parties, and the object in view, and thus the literal meaning of an isolated clause is often shown not to be the meaning really understood or intended.

Upon these principles of construction the meaning of the clause in question does not seem doubtful. It is a treaty of friendship and not of hostility. Its object was to define and protect the relative rights of the people of the two countries in these fisheries, not to establish a system of non-intercourse or the means of mutual and unnecessary annoyance. It should be judged in view of the general rules of international comity and of maritime intercourse and usage, and its restrictions considered in the light of the purposes they were designed to serve.

Thus regarded it appears to me clear that the words "for no other purpose whatever," as employed in the treaty, mean no other purposes inconsistent with the provisions of the treaty, or prejudicial to the interests of the provinces or their inhabitants, and were not intended to prevent the entry of American fishing vessels into Canadian ports for innocent and mutually beneficial purposes, or unnecessarily to restrict the free and friendly intercourse customary between all civilized maritime nations, and especially between the United States and Great Britain. Such, I cannot but believe, is the construction that would be placed upon this treaty by any enlightened court of justice.

But even were it conceded that if the treaty was a private contract, instead of an international one, a court in dealing with an action upon it might find itself hampered by the letter from giving effect to the intent, that would not be decisive of the present case.

The interpretation of treaties between nations in their intercourse with each other proceeds upon broader and higher considerations. The question is not what is the technical effect of words, but what is the construction most consonant to the dignity, the just interests, and the friendly relations of the sovereign powers. I submit to your lordship that a construction so harsh, so unfriendly, so unnecessary, and so irritating as that set up by the Canadian authorities is not such as Her Majesty's Government has been accustomed either to accord or to submit to. It would find no precedent in the history of British diplomacy, and no provocation in any action or assertion of the Government of the United States.

These views derive great, if not conclusive, force from the action of the British Parliament on the subject, adopted very soon after the treaty of 1818 took effect, and continued without change to the present time.

An act of Parliament (59 George III, chap. 38) was passed June 14, 1819, to provide for carrying into effect the provisions of the treaty. After reciting the terms of the treaty, it enacts (in substance) that it shall be lawful for His Majesty by orders in council to make such regulations and to give such directions, orders, and instructions to the governor of Newfoundland or to any officer or officers in that station, or to any other persons "as shall or may be from time to time deemed proper and necessary for the carrying into effect the purposes of said convention *with relation to the taking, drying, and curing of fish by inhabitants of the United States of America*, in common with British subjects within the limits set forth in the aforesaid convention."

It further enacts that any foreign vessel engaged in fishing, or preparing to fish, within three marine miles of the coast (not authorized to do so by treaty) shall be seized or forfeited upon prosecution in the proper court.

It further provides as follows:

"That it shall and may be lawful for any fisherman of the said United States to enter into any such bays or harbors of his Britannic Majesty's dominions in America as are last mentioned for the purpose of shelter and repairing damages therein and of purchasing wood and of obtaining water, and for no other purpose whatever, subject nevertheless to such restrictions as may be necessary to prevent such fishermen of the

aid United States from taking, drying, or curing fish in the said bays or harbors, or n any other manner whatever abusing the said privileges by the said treaty and this act reserved to them, and as shall for that purpose be imposed by an order or orders to be from time to time made by His Majesty in council under the authority of this act, and by any regulations which shall be issued by the governor or person exercising the office of governor in any such parts of His Majesty's dominions in America, under or in pursuance of any such an order in council as aforesaid."

It further provides as follows:

"That if any person or persons upon requisition made by the governor of Newfoundland, or the person exercising the office of governor, or by any governor or person exercising the office of governor, in any other parts of His Majesty's dominions in America as aforesaid, or by any officer or officers acting under such governor, or person exercising the office of governor, in the execution of any orders or instructions from His Majesty in council, shall refuse to depart from such bays or harbors; or if any person or persons shall refuse or neglect to conform to any regulations or directions which shall be made or given for the execution of any of the purposes of this act; every such person so refusing or otherwise offending against this act shall forfeit the sum of £200, to be recovered, &c."

It will be be perceived from these extracts, and still more clearly from a perusal of the entire act, that while reciting the language of the treaty in respect to the purposes for which American fishermen may enter British ports, it provides no forfeiture or penalty for any such entry unless accompanied either (1) by fishing or preparing to fish within the prohibited limits, or (2) by the infringement of restrictions that may be imposed by orders in council to prevent such fishing or the drying or curing of fish, or the abuse of privileges reserved by the treaty, or (3) by a refusal to depart from the bays or harbors upon proper requisition.

It thus plainly appears that it was not the intention of Parliament, nor its understanding of the treaty, that any other entry by an American fishing vessel into a British port should be regarded as an infraction of its provisions, or as affording the basis of proceedings against it.

No other act of Parliament for the carrying out of this treaty has ever been passed. It is unnecessary to point out that it is not in the power of the Canadian Parliament to enlarge or alter the provisions of the act of the Imperial Parliament, or to give to the treaty either a construction or a legal effect not warranted by that act.

But until the effort which I am informed is now in progress in the Canadian Parliament for the passage of a new act on the subject, introduced since the seizures under consideration, I do not understand that any statute has ever been enacted in that Parliament which attempts to give any different construction of effect to the treaty from that given by the act of 59 George III.

The only provincial statutes which, in the proceedings against the David J. Adams, that vessel has thus far been charged with infringing are the colonial acts of 1868, 1870, and 1883. It is therefore fair to presume that there are no other colonial acts applicable to the case, and I know of none.

The act of 1868, among other provisions not material to this discussion, provides for a forfeiture of foreign vessels "found fishing, or preparing to fish, or to have been fishing, in British waters within three marine miles of the coast," and also provides a penalty of $400 against a master of a foreign vessel within the harbor who shall fail to answer questions put in an examination by the authorities. No other act is by this statute declared to be illegal; and no other penalty or forfeiture is provided for.

The very extraordinary provisions in this statute for facilitating forfeitures and embarrassing defense, or appeal from them, not material to the present case, would, on a proper occasion, deserve very serious attention.

The act of 1883 has no application to the case, except upon the point of the omission of the vessel to report to the customs officer already considered.

It results, therefore, that at the time of the seizure of the David J. Adams and other vessels there was no act whatever, either of the British or colonial parliaments, which made the purchase of bait by those vessels illegal, or provided for any forfeiture, penalty, or proceedings against them for such a transaction, and even if such purchase could be regarded as a violation of that clause of the treaty which is relied on, no law existed under which the seizure could be justified. It will not be contended that custom-house authorities or colonial courts can seize and condemn vessels for a breach of the stipulations of a treaty when no legislation exists which authorizes them to take cognizance of the subject, or invests them with any jurisdiction in the premises. Of this obvious conclusion the Canadian authorities seem to be quite aware. I am informed that since the seizures they have pressed or are pressing through the Canadian parliament in much haste an act which is designed for the first time in the history of the legislation under this treaty to make the facts upon which the American vessels have been seized illegal, and to authorize proceedings against them therefor.

What the effect of such an act will be in enlarging the provisions of an existing treaty between the United States and Great Britain need not be considered here. The question under discussion depends upon the treaty and upon such legislation warranted by the treaty as existed when the seizures took place.

The practical construction given to the treaty down to the present time has been in entire accord with the conclusions thus deduced from the act of Parliament. The British Government has repeatedly refused to allow interference with American fishing vessels, unless for illegal fishing, and has given explicit orders to the contrary.

On the 26th of May, 1870, Mr. Thornton, the British minister at Washington, communicated officially to the Secretary of State of the United States copies of the orders addressed by the British Admiralty to Admiral Wellesley, commanding Her Majesty's naval forces on the North American station, and of a letter from the colonial department to the foreign office, in order that the Secretary might "see the nature of the instructions to be given to Her Majesty's and the Canadian officers employed in maintaining order at the fisheries in the neighborhood of the coasts of Canada." Among the documents thus transmitted is a letter from the foreign office to the secretary of the Admiralty, in which the following language is contained:

"The Canadian Government has recently determined, with the concurrence of Her Majesty's ministers, to increase the stringency of the existing practice of dispensing with the warnings hitherto given, and seizing at once any vessel detected in violating the law.

"In view of this change and of the questions to which it may give rise, I am directed by Lord Granville to request that you will move their lordships to instruct the officers of Her Majesty's ships employed in the protection of the fisheries that they are not to seize any vessel unless it is evident and can be clearly proved that the offense of fishing has been committed and the vessel itself captured within three miles of land."

In the letter from the lords of the Admiralty to Vice-Admiral Wellesley of May 5, 1870, in accordance with the foregoing request, and transmitting the letter above quoted from, there occurs the following language:

"My lords desire me to remind you of the extreme importance of commanding officers of the ships selected to protect the fisheries exercising the utmost discretion in carrying out their instructions, paying special attention to Lord Granville's observation *that no vessel should be seized unless it is evident and can be clearly proved that the offense of fishing has been committed, and that the vessel is captured within three miles of land.*"

Lord Granville, in transmitting to Sir John Young the aforesaid instructions, makes use of the following language:

"Her Majesty's Government do not doubt that your ministers will agree with them as to the propriety of these instructions, and will give corresponding instructions to the vessels employed by them."

These instructions were again officially stated by the British minister at Washington to the Secretary of State of the United States in a letter dated June 11, 1870.

Again, in February, 1871, Lord Kimberly, colonial secretary, wrote to the governor-general of Canada as follows:

"The exclusion of American fishermen from resorting to Canadian ports, except for the purpose of shelter, and of repairing damages therein, purchasing wood, and of obtaining water, might be warranted by the letter of the treaty of 1818, and by the terms of the imperial act 59 George III, chap. 38, but Her Majesty's Government feel bound to state that it seems to them an extreme measure, inconsistent with the general policy of the Empire, and they are disposed to concede this point to the United States Government under such restrictions as may be necessary to prevent smuggling, and to guard against any substantial invasion of the exclusive rights of fishing which may be reserved to British subjects."

And in a subsequent letter from the same source to the governor-general, the following language is used:

"I think it right, however, to add that the responsibility of determining what is the true construction of a treaty made by Her Majesty with any foreign power must remain with Her Majesty's Government, and that the degree to which this country would make itself a party to the strict enforcement of the treaty rights may depend not only on the literal construction of the treaty, but on the moderation and reasonableness with which these rights are asserted."

I am not aware that any modification of these instructions or any different rule from that therein contained has ever been adopted or sanctioned by Her Majesty's Government.

Judicial authority upon this question is to the same effect. That the purchase of bait by American fishermen in the provincial ports has been a common practice is well known. But in no case, so far as I can ascertain, has a seizure of an American vessel ever been enforced on the ground of the purchase of bait, or of any other supplies. On the hearing before the Halifax Fisheries Commission in 1877 this question was

discussed, and no case could be produced of any such condemnation. Vessels shown to have been condemned were in all cases adjudged guilty, either of fishing, or preparing to fish, within the prohibited limit. And in the case of the White Fawn, tried in the admiralty court of New Brunswick before Judge Hazen in 1870, I understand it to have been distinctly held that the purchase of bait, unless proved to have been in preparation for illegal fishing, was not a violation of the treaty, nor of any existing law, and afforded no ground for proceedings against the vessel.

But even were it possible to justify on the part of the Canadian authorities the adoption of a construction of the treaty entirely different from that which has always heretofore prevailed, and to declare those acts criminal which have hitherto been regarded as innocent, upon obvious grounds of reason and justice, and upon common principles of comity to the United States Government, previous notice should have been given to it or to the American fishermen of the new and stringent instructions it was intended to enforce.

If it was the intention of Her Majesty's Government to recall the instructions which I have shown had been previously and so explicitly given relative to the interference with American vessels, surely notice should have been given accordingly.

The United States have just reason to complain, even if these restrictions could be justified by the treaty or by the acts of Parliament passed to carry it into effect, that they should be enforced in so harsh and unfriendly a manner without notice to the Government of the change of policy, or to the fishermen of the new danger to which they were thus exposed.

In any view, therefore, which it seems to me can be taken of this question, I feel justified in pronouncing the action of the Canadian authorities in seizing and still retaining the David J. Adams to be not only unfriendly and discourteous, but altogether unwarrantable.

The seizure was much aggravated by the manner in which it was carried into effect. It appears that four several visitations and searches of the vessel were made by boats from the Canadian steamer Lansdowne, in Annapolis Basin, Nova Scotia. The Adams was finally taken into custody and carried out of the Province of Nova Scotia, across the Bay of Fundy, and into the port of St. John, New Brunswick, and without explanation or hearing, on the following Monday, May 10, taken back by an armed crew to Digby, Nova Scotia. That, in Digby, the paper alleged to be the legal precept for the capture and detention of the vessel was nailed to her mast in such manner as to prevent its contents being read, and the request of the captain of the David J. Adams and of the United States consul-general to be allowed to detach the writ from the mast for the purpose of learning its contents was positively refused by the provincial official in charge. Nor was the United States consul-general able to learn from the commander of the Lansdowne the nature of the complaint against the vessel, and his respectful application to that effect was fruitless.

From all the circumstances attending this case, and other recent cases like it, it seems to me very apparent that the seizure was not made for the purpose of enforcing any right or redressing any wrong. As I have before remarked, it is not pretended that the vessel had been engaged in fishing, or was intending to fish in the prohibited waters, or that it had done or was intending to do any other injurious act. It was proceeding upon its regular and lawful business of fishing in the deep sea. It had received no request, and of course could have disregarded no request, to depart, and was, in fact, departing when seized; nor had its master refused to answer any questions put by the authorities. It had violated no existing law, and had incurred no penalty that any known statute imposed.

It seems to me impossible to escape the conclusion that this and other similar seizures were made by the Canadian authorities for the deliberate purpose of harassing and embarrassing the American fishing vessels in the pursuit of their lawful employment. And the injury, which would have been a serious one, if committed under a mistake, is very much aggravated by the motives which appear to have prompted it.

I am instructed by my Government earnestly to protest against these proceedings as wholly unwarranted by the treaty of 1818, and altogether inconsistent with the friendly relations hitherto existing between the United States and Her Majesty's Government; to request that the David J. Adams, and the other American fishing vessels now under seizure in Canadian ports, be immediately released, and that proper orders may be issued to prevent similar proceedings in the future. And I am also instructed to inform you that the United States will hold Her Majesty's Government responsible for all losses which may be sustained by American citizens in the dispossession of their property growing out of the search, seizure, detention, or sale of their vessels lawfully within the territorial waters of British North America.

The real source of the difficulty that has arisen is well understood. It is to be found in the irritation that has taken place among a portion of the Canadian people on account of the termination by the United States Government of the treaty of Washington on the 1st of July last, whereby fish imported from Canada into the

United States, and which so long as that treaty remained in force was admitted free, is now liable to the import duty provided by the general revenue laws, and the opinion appears to have gained ground in Canada that the United States may be driven, by harassing and annoying their fishermen, into the adoption of a new treaty by which Canadian fish shall be admitted free.

It is not necessary to say that this scheme is likely to prove as mistaken in policy as it is indefensible in principle. In terminating the treaty of Washington the United States were simply exercising a right expressly reserved to both parties by the treaty itself, and of the exercise of which by either party neither can complain. They will not be coerced by wanton injury into the making of a new one. Nor would a negotiation that had its origin in mutual irritation be promising of success. The question now is, not what fresh treaty may or might be desirable, but what is the true and just construction, as between the two nations, of the treaty that already exists.

The Government of the United States, approaching this question in the most friendly spirit, cannot doubt that it will be met by Her Majesty's Government in the same spirit, and feels every confidence that the action of Her Majesty's Government in the premises will be such as to maintain the cordial relations between the two countries that have so long happily prevailed.

I have the honor to be, &c.,

E. J. PHELPS.

No. 62.

Mr. Bayard to Mr. Phelps.

No. 328.] DEPARTMENT OF STATE,
Washington, June 18, 1886.

SIR; I have received and read with much satisfaction your No. 293 of the 5th instant, inclosing a copy of a note addressed by you on that day to Lord Rosebery, in reference to the seizures of American fishing vessels in Canadian waters, and other interference with our commercial rights.

The views and arguments you adduce are fully in accord with the instructions already sent you, and are so ably advanced and enforced that I have for the present, and pending Lord Rosebery's reply, nothing further to suggest on these points.

I now transmit for your information a copy of a note addressed by me, on the 14th instant, to Sir Lionel West, on the subject of certain verbal notifications not to approach the coasts of Nova Scotia, which, as I have been informed by our consul-general at Halifax, were given to four of our fishing vessels by the subcollector of customs at Canso, and the information from the collector at Halifax that no American fishing vessels would be permitted to land fish at that port for transportation in bond across the province.

In reply to my note, Sir Lionel West informed me that the subject has been brought by him to the notice of Her Majesty's Government.

My notes of the 10th, 20th, and 29th of May last to Sir Lionel West continue without reply, and this, I suppose, is one of the serious impediments to prompt and practical exchange of views which results from the triangular attitude of the United States, the imperial Government of Great Britain, and the American dependencies of the latter power, towards all questions in which the interests of the provinces are involved.

The last note of the British minister, stating that he has brought the attention of Her Majesty's Government to the questions raised by the action of provincial officials will, I hope, be productive of authoritative expression, and afford some solid basis for our judgment and progres-

sive action, which has hitherto been so delayed from the somewhat anomalous relations of the Canadian authorities towards a convention to which they are not actual or responsible parties.

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Bayard to Sir L. West, June 14, 1886. (See No. 13, p. 16.)

No. 63.

Mr. Bayard to Mr. Phelps.

No. 329.] DEPARTMENT OF STATE,
Washington, June 18, 1886.

SIR: With reference to previous correspondence concerning the fisheries question, I transmit to you herewith a copy of a dispatch from our consul at Halifax, in relation to the recent instructions to Canadian officials concerning American fishing vessels.

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Phelan to Mr. Porter.

No. 85.] UNITED STATES CONSULATE-GENERAL,
Halifax, June 15, 1886. [Received June 18.]

SIR: I have the honor to report that I sent with dispatch No. 83, dated May 27, 1886, a circular issued by J. Johnson, Esq., Canadian commissioner of customs, known as Circular No. 371, dated May 7, 1886, containing instructions to customs collectors concerning foreign fishing vessels. I now inclose herewith a confidential circular of the same date and number issued by the same officer, with a note saying "that the confidential circular was to be substituted for the one of the same date and number previously received."

It will be seen by comparing the circulars that the two last paragrahps in the first circular issued are stricken out and the following substituted in lieu thereof:

"Having reference to the above you are requested to furnish every foreign fishing vessel, boat, or fisherman found within three marine miles from shore with a copy of the *warning* inclosed herewith. If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish, or, if hovering within the three-mile limit, does not depart within twenty-four hours after receiving such warning, you will place an officer on board such vessel and at once telegraph the facts to the fisheries department at Ottawa and await instructions."

Everything about shipping crews purchasing supplies, and trading is eliminated in the confidential circular.

I am, &c.,

M. H. PHELAN,
Consul-General.

[Inclosure with Mr. Phelan's, No. 85.]

Confidential Circular No. 371.

CUSTOMS DEPARTMENT,
Ottawa, May 7, 1886.

SIR: The Government of the United States having by notice terminated article 18 to 25, both inclusive, and article 30, known as the fishery articles of the Washington treaty, attention is called to following provision of the convention between the United States and Great Britain, signed at London on the 20th October, 1818:

"ARTICLE 1. Whereas, differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry, and cure fish on certain coasts, bays, harbors and creeks, of his Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have forever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors, and creeks, from Mount Joly on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbors, and creeks of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same or any portion thereof shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground.

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of his Britannic Majesty's dominions in America, not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the act of the Parliament of Canada, cap. 61 of the acts of 1868, entitled "An act respecting fishing by foreign vessels":

(2)" Any commissioned officer of Her Majesty's navy, serving on board of any vessel of Her Majesty's navy, cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's navy, fishery officer, or stipendiary magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries, or any officer of the customs of Canada, sheriff, magistrate, or other person duly commissioned for that purpose, may go on board of any ship, vessel, or boat within any harbor in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors in Canada, and stay on board as long as she may remain within such place or distance."

(3) "If such ship, vessel, or boat be bound elsewhere, and shall continue within such harbor, or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel, or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination he shall forfeit $400; and if such ship, vessel, or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbors of Canada not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited.

(4) "All goods, ships, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo liable to forfeiture under this act, may be seized and secured by any officers or persons mentioned in the second section of this act; and every person opposing any officer or person in the execution of his duty under this act, or aiding or abetting any other other person in any opposition, shall forfeit $800, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years."

Having reference to the above, you are requested to furnish any foreign fishing vessels, boats, or fishermen found within three marine miles of the shore, within your district, with a printed copy of the "warning" inclosed herewith. If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish, or, if hovering within the three-mile limit, does not depart within twenty-four hours after receiving such "warning," you will please place an officer on board such vessel and at once telegraph the facts to the fisheries department at Ottawa and await instructions.

J. JOHNSON,
Commissioner of Customs.

No. 64.

Mr. Bayard to Mr. Phelps.

No. 369.] DEPARTMENT OF STATE,
Washington, July 29, 1886.

SIR: I transmit to you, herewith, copies of the President's message of the 24th instant, to the Senate, relative to seizures and detentions of American vessels in Canadian waters.

I am, &c.,

T. F. BAYARD.

[Inclosure with No. 369.—Senate Ex. Doc. No. 217, Forty-ninth Congress, first session.]

Message from the President of the United States, transmitting, in response to Senate resolutions of May 10 *and July* 10, 1886, *a report of the Secretary of State relative to seizure and detentions of United States vessels in Canadian waters.*

JULY 24, 1886.—Read and referred to the Committee on Foreign Relations and ordered to be printed

To the Senate of the United States:

In response to the resolutions of the Senate dated, respectively, May 10 and July 10, 1886, touching alleged seizures and detentions of vessels of the United States in British North American waters, I transmit herewith a report of the Secretary of State, with accompanying papers.

GROVER CLEVELAND.

EXECUTIVE MANSION,
Washington, July 24, 1886.

To the President:

Responding to the accompanying resolutions, of the respective dates of May 10 and July 10, 1886, adopted by the Senate of the United States, and which were referred by the President to this Department, the undersigned, Secretary of State, has the honor to reply:

That the list hereunto appended gives all the cases of seizure or detention of American vessels in foreign ports since January 1, 1886, of which the Department of State has been informed; and, as it will be observed, no other cases of such seizure or detention have occurred than those in the ports of the Dominion of Canada, and under the alleged authority of the officials of that Government.

All of the vessels so seized or detained were vessels licensed for fishing under the laws of the United States.

They have all been released excepting the schooner David J. Adams, of Gloucester, Mass., which is still held in custody at Digby, Nova Scotia, her owners not having sought to procure her release by giving bond.

The period for which each vessel was detained and the terms upon which they were respectively released are stated in the appended list.

Instantly upon receiving authentic information of an alleged seizure from the owners of the vessels or their agents, or from the consular officers of the United States in Canada, this Department gave instructions to the United States consular officers to

make full and careful investigation of the facts in each case; and wherever an infraction of treaty rights or the commercial rights and privileges of citizens of the United States appeared to have occurred, representation was promptly made to Her Britannic Majesty's minister at this capital, calling for redress, and notification given of demand for compensation for all loss and injury to the vessels in question and their owners.

In order properly to assert and maintain the rights of our citizens and our international rights under conventions and by the law of nations which might be brought in question by these proceedings and by the action of the Canadian Government, the professional services of two gentlemen learned in the law—Mr. George W. Biddle, of the city of Philadelphia, and Mr. William L. Putnam, of the city of Portland, in Maine—were retained by the Executive; and since the 20th of May last these gentlemen have bestowed their careful consideration upon the circumstances and the law in connection therewith in each case.

Proceedings have been commenced in the vice-admiralty court at Halifax, Nova Scotia, in the name of Her Majesty the Queen as plaintiff, against the schooner David J. Adams and the schooner Ella M. Doughty in both of which cases the complaint is substantially the same. Copy is hereunto appended of the complaint signed by the solicitor for the attorney-general of the Dominion of Canada against the Ella M. Doughty, which sets forth at length the alleged grounds for the seizure and detention of that vessel.

Concurrently with these events, correspondence has begun and is still proceeding between this Department and the British minister at this capital, and also between the minister of the United States in London and the foreign office of Her Britannic Majesty's Government, to obtain satisfactory recognition and enforcement of our rights under treaty and international law and the laws and commercial usages of both countries, which are brought in question by the action of the Canadian authorities in making the seizures and detentions of American fishing vessels herein referred to and described.

Pending this correspondence, which it is believed must soon terminate in an amicable settlement mutually just and honorable, and, therefore, satisfactory to both countries and their inhabitants, the undersigned is unable to recommend the President to communicate its contents in its present incomplete status, believing that to do so would not be compatible with the public interests as connected with the transactions referred to.

Respectfully submitted.

T. F. BAYARD.

DEPARTMENT OF STATE,
Washington, July 24, 1886.

[List of inclosures.]

1. Resolution of the Senate of the United States, May 10, 1886.
2. Resolution of the Senate of the United States, July 10, 1886.
3. List of vessels of the United States seized or detained since January 1, 1886.
4. Text of the complaint filed by Her Britannic Majesty's Government against the Ella M. Doughty (with a letter from William L. Putnam, dated July 13, 1886).

No. 1.

IN THE SENATE OF THE UNITED STATES,
May 10, 1886.

Resolved, That the President be requested to communicate to the Senate, if in his opinion not incompatible with the public interest, any information in the possession of the Government concerning the alleged seizure of the United States fishing vessel David J. Adams while engaged in lawful commerce in one of the ports in the Dominion of Canada, and what measures, if any, have been taken to protect fishing vessels of the United States while engaged in lawful commerce in the ports of the Dominion of Canada.

Attest:

ANSON G. McCOOK,
Secretary.
By CHAS. W. JOHNSON,
Chief Clerk.

No. 2.

IN THE SENATE OF THE UNITED STATES,
July 10, 1886.

Resolved, That the President of the United States be requested, so far as in his opinion it may not be inconsistent with the public interest, to inform the Senate of all facts in his possession or that of the Department of State in regard to the seizure or detention in any foreign ports of any American vessels since January 1, 1886, and the pretext or alleged causes for such seizure, and all correspondence relating to the same, and what efforts have been made to procure redress for such seizures, and to prevent the recurrence thereof.

Attest:

ANSON G. McCOOK,
Secretary.

No. 3.

List of American fishing vessels seized by the authorities of Canada in the year 1886.

Vessel.	Home port.	Master.	Seized.	Where seized.
			1886.	
* David J. Adams	Newburyport, Mass	Aldon Kinney	May 7	Digby, N. S.
† Ella M. Doughty	Kennebunk, Me	Warren A. Doughty	May 17	Englishtown, C. B.
‡ City Point	Booth Bay, Me	Stephen Keene	July 3	Shelburne, N. S.
‡ George W. Cushing	Bath, Me	C. B. Jewett	July 3	Do.
‡ C. B. Harrington	Portland, Me	John Frellick	July 3	Do.

* Owners refuse to bond. Vessel still in custody.
† Released June 19. Bail, $3,400. Proceedings for remission.
‡ Released on payment of $400, alleged fine.

List of American fishing vessels detained by the authorities of Canada in the year 1886.

Vessel.	Home port.	Master.	Date.	Released.
* Joseph Storey	Essex, Mass		April 24, 1886, at Baddeck	Apr. 25, 1886.
* Matthew Keany	Bath, Me			
Hereward	Essex, Mass	McDonald	July 3, 1886, at Canso	

* Detained 24 hours.

No. 4.

[Inclosure A.]

No. 473. In the vice-admiralty court at **Halifax.**

HER MAJESTY THE QUEEN, PLAINTIFF,
against
THE SHIP OR VESSEL ELLA M. DOUGHTY AND HER CARGO, DEFENDANTS.

Action for forfeiture of the said vessel and her cargo for violation of a certain convention between his late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, of the one part, and the United States of America, of the other part, made on the 20th day of October, 1818, and for violation of the act of the Parliament of the United Kingdom of Great Britain and Ireland, made and passed in the the fifty-ninth year of the reign of his late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, being chapter 38 of the acts of the said last-named Parliament, made and passed in the said year. Also, for forfeiture of the said

vessel and her cargo for violation of chapter 61 of the acts of the Parliament of the Dominion of Canada, made and passed in the year 1868, and of chapter 15 of the acts of the said Parliament, passed and made in the year 1870, and of chapter 23 of the acts of the said Parliament, made and passed in the year 1871.

Writ issued on the 20th day of May, A. D. 1886.

1. A certain convention between his late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, and the United States of America was made and signed at London on the 20th day of October, 1818, and by the first article thereof after that differences had arisen respecting the liberty claimed by the said United States for the inhabitants thereof to take, dry, and cure fish on certain coasts, bays, harbors, and creeks of his Britannic Majesty's domains in America, it was agreed between the high contracting parties that the inhabitants of the said United States should have forever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland, and from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands; and also on the coasts, bays, harbors, and creeks from Mount Joly, on the southern coast of Labrador, to and through the straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of exclusive rights of the Hudson Bay Company; and that the American fishermen should also have liberty forever to dry and cure fish on any of the unsettled harbors and creeks of the southern part of the coast of Newfoundland, and there above described and of the coast of Labrador; but so soon as the same or any portion thereof should be settled it should not be lawful for the said fishermen to dry and cure fish at such portion so settled without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground, and the said United States thereby renounced forever any liberty theretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within 3 marine miles of any of the coasts, bays, creeks, or harbors of His Majesty's dominions in America not included within the above-mentioned limits; provided, however, that the American fishermen should be admitted to enter such bays or harbors for the purpose of shelter and repairing damages therein, of purchasing wood, and of obtaining water, and for no other purposes whatever. But they should be under such restrictions as might be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges thereby reserved to them.

2. That a certain act of the Parliament of the United Kingdom of Great Britain and Ireland was made and passed in the fifty-ninth year of the reign of his late Majesty King George the Third, being chapter 38 of the acts of the said Parliament, made and passed in the fifty-ninth year of the reign of his said late Majesty King George the Third, and entitled "An act to enable his Majesty to make regulations with respect to the taking and curing of fish on certain parts of the coast of Newfoundland, Labrador, and his Majesty's other possessions in North America according to a convention made between his Majesty and the United States of America."

3. That on the 29th day of March, A. D. 1867, a certain other act of the Parliament of the United Kingdom of Great Britain and Ireland was made, and being chapter 3 of the acts of the said Parliament passed in the thirtieth and thirty-first years of the reign of her present Majesty Victoria, Queen of the United Kingdom of Great Britain and Ireland, and being entitled "An act for the union of Canada, Nova Scotia, and New Brunswick and the government thereof, and for purposes connected therewith," which said act is cited and known as the British North America act of 1867.

4. That a certain act of the Parliament of Canada was made and passed in the thirty-first year of the reign of her said Majesty Queen Victoria, being chapter 61 of the acts of the said Parliament made and passed in the year 1868, and being entitled "An act respecting fishing by foreign vessels." And a certain other act of the Parliament of Canada was made and passed in the thirty-third year of the reign of her said Majesty Queen Victoria, being chapter 15 of the acts of the Parliament made and passed in the year 1870, and being entitled "An act to amend the act respecting fishing by foreign vessels." And in the thirty-fourth year of the reign of Her Majesty Queen Victoria a certain other act of said Parliament of Canada, being chapter 15 of the acts of the said Parliament of Canada, was made and passed, being entitled "An act further to amend the act respecting fishing by foreign vessels," was made and passed, being chapter 23 of the acts of the said Parliament made and passed in 1871.

5. That the said convention and the said several acts hereinbefore mentioned were and are still in full force and effect.

6. The harbor of St. Anne's, situate in the county of Victoria, in the Province of Nova Scotia, together with its outlet to the Bay of St. Anne's, and also the said Bay of St. Anne's, all hereinafter designated as the bay and harbor of St. Anne's, are a portion of the dominions in America formerly of his late Majesty George the Third, King

of the United Kingdom of Great Britain and Ireland, and now of Her Majesty Queen Victoria, Queen of the United Kingdom of Great Britain and Ireland, and not included or lying on that part of the southern coast of Newfoundland, and which extends [from] Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland, and from the said cape to the Quirpon Islands, on the shores of the Magdalen Islands, or on the coasts, bays, harbors, and creeks from Mount Joly, on the southern coast of Labrador, to and through the straits of Belle Isle, and thence northwardly indefinitely along the coast.

7. That the said ship Ella M. Doughty, whereof one Warren A. Doughty, who was not a natural-born subject of Her Majesty, was or is master, is a foreign ship or vessel not navigated according to the laws of Great Britain and Ireland, or according to the laws of Canada, but was and is a ship of the United States of America owned by foreigners; that is to say, by persons residing in and being citizens of the United States of America, where the said ship or vessel was built and enrolled, and the said ship or vessel Ella M. Doughty was at the time hereinafter mentioned licensed and permitted to carry on the fisheries under and in pursuance of the acts of the United States of America, and was engaged in the prosecution of the fisheries and on a fishing voyage, and was and is without a license to fish or any license whatsoever in that behalf from the Government of Canada or of Nova Scotia under the statutes of Canada or of Nova Scotia in that behalf.

8. Between the 10th and 17th days of May, 1886, the said Warren A. Doughty, the master of the said ship or vessel Ella M. Doughty, and the officers and crew of the said ship or vessel Ella M. Doughty, did in and with the said ship or vessel Ella M. Doughty enter into the bay and harbor of St. Anne's aforesaid within three marine miles of the shore of said bay and harbor of St. Anne's, and within three miles of the coasts, bays, creeks, and harbors of those portions of the dominions in America of his said late Majesty King George the Third, being now the dominions in America of Her Majesty Queen Victoria not included in the limits specified and defined in the said first article of the said convention and set out and recited in the first paragraph hereof, for the purpose of procuring bait, that is to say, herrings, wherewith to fish, and ice for the preservation on board said vessel of bait to be used in fishing and of fresh fish to be fished for, taken, and caught by and upon the said vessel and by the master, officers, and crew thereof, and did procure such bait wherewith to fish, and such ice for the purposes aforesaid, and did so enter for other purposes than for the purposes of shelter or repairing damages, or of purchasing wood or of obtaining water, contrary to the provisions of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized within three marine miles of the coast or shores of the said bay and harbor of St. Anne's by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for the breach or violation of the said convention and of the said several acts.

9. The said Warren A. Doughty, the master of the said ship or vessel Ella M. Doughty, and the officers and crew of the said ship or vessel Ella M. Doughty, did, between the 10th and 17th days of May, 1886, and subsequently, in the said ship or vessel Ella M. Doughty, in the bay and harbor of St. Anne's aforesaid, did, and while he and they and the said ship or vessel Ella M. Doughty were within three marine miles of the coasts or shores of the said bay and harbor of St. Anne's, and within three marine miles of the coasts, shores, bays, creeks, and harbors of those portions of the dominions in America of his said late Majesty King George the Third, being now the dominions in America of Her Majesty Queen Victoria not included within the limits specified and defined in the said first article of the said convention and set out and recited in the said first paragraph hereof, fish for fish and take fish, and did dry and cure fish, and were preparing to fish within the meaning of the said convention, and of the said several acts hereinbefore mentioned, contrary to the provisions of the said convention and of the said acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized, within three marine miles of the coast or shores of the said bay and harbor of St. Anne's, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for violation of the said convention and of the said several acts.

10. The said Warren A. Doughty, the master of the said ship or vessel Ella M. Doughty, and the officers and crew of the said ship or vessel Ella M. Doughty, were between the said 10th and 17th days of May, 1886, and subsequently, in the said ship or vessel Ella M. Doughty in the bay and harbor of St. Anne's aforesaid, and while he and they were within 3 marine miles of the coasts, shores, bays, creeks, and harbors of those portions of the dominions in America of his late Majesty King George the Third, being now the dominions in America of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention, and set out and recited in the first paragraph hereof, preparing to fish within the meaning of the convention and of the said convention and of the several acts hereinbefore mentioned, contrary to the provisions of the said convention and of the said several acts, and of the said vessel Ella M. Doughty and her cargo were thereupon seized

within 3 marine miles of the coasts or shores of the said bay and harbor of St. Anne's by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for breach or violation of the said convention and of the said several acts.

11. Between the said 10th and 17th days of May, and subsequently, in the said bay and harbor of St. Ann's within 3 marine miles of the shore thereof, and within 3 marine miles of the coasts, bays, creeks, and harbors of those portions or parts of the dominions in America of his late Majesty King George the Third being now the dominion in America of her present Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention, and set out and recited in the first paragraph hereof, the said ship or vessel Ella M. Doughty was found to be fishing within the said distance of 3 marine miles of the said coasts, bays, creeks, and harbors, contrary to the provisions of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized, within 3 marine miles of the coasts or shores of said bay and harbor of St. Anne's, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for breach or violation of the said convention and of the said several acts.

12. Between the said 10th and 17th days of May, 1886, and subsequently thereto, in the said bay and harbor of St. Anne's, within 3 marine miles of the shores thereof and within 3 marine miles of the coasts, bays, creeks, and harbors of those parts or portions of the dominions in America of his said late Majesty King George the Third, being now the dominions in America of her present Majesty Queen Victoria, not included in the limits specified and defined in the said first article of said convention, and set out and recited in the first paragraph hereof, the said ship or vessel Ella M. Doughty was found to have been fishing within the said distance of 3 marine miles of the said coasts, bays, creeks, and harbors, contrary to the provisions of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo was thereupon seized within 3 marine miles of the coasts or shores of the said bay and harbor of St. Anne's, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for breach or violation of the said convention and of the said several acts.

13. Between the said 10th and 17th days of May, 1886, and subsequently, in the said bay and harbor of St. Anne's, within 3 marine miles of the shores thereof and within 3 marine miles of the coasts, bays, creeks, and harbors of those parts or portions of the dominions in America of his said late Majesty George the Third, being now the dominions in America of her present Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention and set out and recited in the first paragraph hereof, the said ship or vessel Ella M. Doughty was found to be preparing to fish within the said distance of 3 marine miles of the said coasts, bays, creeks, and harbors, contrary to the provisions of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo was thereupon seized, within 3 marine miles of the coasts or shores of the said bay or harbor of St. Anne's, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for violation of the said convention and of the said several acts.

14. During the months of April and May, 1886, the said Warren A. Doughty, master, and the officers and crew of the said ship or vessel Ella M. Doughty, did, in the said ship or vessel Ella M. Doughty, enter within 3 marine miles of the coast, bays, creeks, and harbors, contrary to the provisions of the said convention of the Province of Nova Scotia, being a portion of the dominions of America of his late Majesty King George the Third, and now of her said Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention and set out and recited in the first paragraph hereof, for the purpose of procuring bait, that is to say, herrings, wherewith to fish, and ice for the preservation on board said vessel of bait to be used in fishing, and of fresh fish to be fished for, taken, and caught by and upon the said vessel, and by the master, officers, and crew thereof, and procure such bait wherewith to fish, and such ice for the purpose aforesaid, and did so enter for other purposes than the purpose of shelter or repairing damages, or of purchasing wood, or of obtaining water, contrary to the provisions of the said convention and of the several acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized, within 3 marine miles of the coast or shore of the said Province of Nova Scotia, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for breach of the said convention and of the said several acts.

15. During the months of April and May, 1886, the said Warren A. Doughty, the master of the said ship or vessel Ella M. Doughty, and the officers and crew of the said ship or vessel Ella M. Doughty, did in the said ship or vessel Ella M. Doughty, and while he and they and the said ship or vessel Ella M. Doughty were within 3 marine miles of the coasts, bays, creeks, and harbors of the Province of Nova Scotia,

being a portion of the dominions in America formerly of his late Majesty King George the Third, and now of Her Majesty Queen Victoria, not included in the limits specified and defined in the said first article of the said convention, and set out and recited in the said first paragraph hereof, fish for fish, take fish, and dry and cure fish, and were preparing to fish within the meaning of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized, within 3 marine miles of the coasts or shores of the said Province of Nova Scotia, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for breach or violation of the said convention and of the said several acts.

16. During the months of April and May, 1886, the said Warren A. Doughty, the master of the said ship or vessel Ella M. Doughty, and the officers and crew of the said ship or vessel Ella M. Doughty, were in the said ship or vessel Ella M. Doughty, and while he and they and the said ship or vessel Ella M. Doughty were within 3 marine miles of the coasts, bays, creeks, and harbors of the Province of Nova Scotia, being a portion of the dominions in America formerly of his late Majesty King George the Third, and now of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention set out and recited in the first paragraph hereof, preparing to fish within the meaning of the said convention and of the several acts hereinbefore mentioned, contrary to the provisions of the said convention and of the said several acts, and the said vessel Ella M. Doughty and her cargo were thereupon seized, within 3 miles of the coasts or shores of the said Province of Nova Scotia, by Donald McAuley and Lauchlin G. Campbell, officers of the customs of Canada, as being liable to forfeiture for violation of the said convention and of the said several acts.

The Hon. John S. D. Thompson, Her Majesty's attorney-general for the Dominion of Canada, on behalf of Her Majesty the Queen, claims the condemnation of the said ship and her cargo and her guns, ammunition, tackle, apparel, furniture, and stores for violation of the said convention and of the said several acts.

WALLACE GRAHAM,
Solicitor for the Attorney-General of Canada.

No. 65.

Mr. Bayard to Mr. Phelps.

No. 372.] DEPARTMENT OF STATE,
Washington, July 30, 1886.

SIR: Notwithstanding the express language of Article I of the convention between the United States and Great Britain, concluded October 20, 1818, by which it is provided that the inhabitants of the two contracting countries "shall have forever in common * * * the liberty to take fish of every kind" on certain coasts therein described, and, as part thereof, "on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands on the western and northern coast of Newfoundland; from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coast, bays, harbors, and creeks from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company," I have to-day received the sworn statements of the captain of an American fishing vessel, the Thomas F. Bayard, of Gloucester, Mass., to the effect that he has been hindered of his lawful rights, so expressly secured by the convention referred to, "to take fish of every kind" in the harbor of Bonne Bay, on the western coast of Newfoundland and within the geographical limits hereinbefore stated.

I inclose a copy of the affidavit and likewise of the formal notice received by the master of the Thomas F. Bayard from the customs officials at Bonne Bay, whereby, to avoid the seizure of his vessel by the local au-

thority of Newfoundland, he was compelled to abstain from the exercise of his lawful right to obtain fish for bait to be used in the open-sea fishing, and to break up his voyage and return home, thus suffering great loss.

The affidavit of Captain McEachern, of the American schooner Mascot, of Gloucester, Mass., which I hand you herewith, discloses the fact of the threat of the customs officials at Port Amherst, in the Magdalen Islands, to seize his vessel should he there obtain fresh fish for bait, although those islands are expressly designated and included in the region wherein the liberty forever to take fish of every kind is expressly secured by the convention of 1818.

Previous attempts or suggestions have been made by the local authorities of Newfoundland to inhibit the purchase or sale of fresh fish for use as bait, and the same have been distinctly disapproved by Her Majesty's Government, notably by the Duke of Newcastle, when secretary of state for the colonies, in his dispatch of August 3, 1863, to the governor of Newfoundland, Sir A. Bannerman, a copy of which you will find at page 111 in the public document (Ex. Doc. No. 84, House of Representatives, Forty-sixth Congress, second session) sent you by this mail.*

You will please draw the attention of Her Majesty's secretary of state for foreign affairs (Lord Iddesleigh) to these infractions of treaty rights, and request that such instructions may be promptly issued to the Newfoundland officials as will prevent a recurrence of such wrongs to the lawful pursuits of American citizens; and you will also notify his lordship that remuneration for the damages incurred by the vessels and their owners in the cases referred to in this instruction will be claimed on behalf of the sufferers, so soon as the amount is accurately ascertained.

I am, &c.,

T. F. BAYARD.

[Inclosures.]

1. Ex. Doc. No. 84, House of Representatives, Forty-sixth Congress, second session (not reprinted herewith).
2. Mr. Woodbury to Mr. Bayard, Boston, July 28, 1886, with inclosures. (See No. 96, p. 187.)

No. 66.

Mr. Phelps to Mr. Bayard.

No. 351.] LEGATION OF THE UNITED STATES,
London, September 13, 1886. [Received September 27.]

SIR: I have the honor to transmit to you herewith a copy of a note sent by me to Lord Iddesleigh, Her Majesty's secretary of state for foreign affairs, under date of September 11, 1886, on the subject of the Canadian fisheries.

And I have, &c.,

E. J. PHELPS.

---

* This document comprises the correspondence in relation to the Fortune Bay occurrences.

[Inclosure No. 1, with Mr. Phelps's No. 351.]

Mr. Phelps to Lord Iddesleigh.

LEGATION OF THE UNITED STATES,
London, September 11, 1886.

MY LORD: I have the honor to acknowledge the receipt of your note of September 1, on the subject of the Canadian fisheries.

I received also on the 16th of August, last, from Lord Rosebery, then foreign secretary, a copy of a note on the same subject, dated July 23, 1886, addressed by his Lordship, through the British minister at Washington, to Mr. Bayard, the Secretary of State of the United States, in reply to a note from Mr. Bayard to the British minister of May 10, and also to mine addressed to Lord Rosebery under date of June 2. The retirement of Lord Rosebery from office immediately after I received his note, prevented a continuance of the discussion with him. And in resuming the subject with your lordship, it may be proper to refer both to Lord Rosebery's note and to your own. In doing so I repeat in substance considerations expressed to you orally in recent interviews.

My note to Lord Rosebery was confined to the discussion of the case of the David J. Adams, the only seizure in reference to which the details had then been fully made known to me. The points presented in my note, and the arguments in support of them, need not be repeated.

No answer is attempted in Lord Rosebery's reply. He declines to discuss the questions involved on the ground that they are "now occupying the attention of the courts of law in the Dominion, and may possibly form the subject of an appeal to the judicial committee of Her Majesty's privy council in England."

He adds:

"It is believed that the courts in Canada will deliver judgment in the above cases very shortly, and until the legal proceedings now pending have been brought to a conclusion, Her Majesty's Government do not feel justified in expressing an opinion upon them, either as to facts or the legality of the action taken by the colonial authorities."

And your lordship remarks, in your note of August 24, "it is clearly right, according to practice and precedent, that such diplomatic action should be suspended pending the completion of the judicial inquiry."

This is a proposition to which the United States Government is unable to accede.

The seizures complained of are not the acts of individuals claiming private rights which can be dealt with only by judicial determination, or which depend upon facts that need to be ascertained by judicial inquiry. They are the acts of the authorities of Canada, who profess to be acting, and in legal effect are acting, under the authority of Her Majesty's Government. In the report of the Canadian minister of marine and fisheries, which is annexed to and adopted as a part of Lord Rosebery's note, it is said:

"The colonial statutes have received the sanction of the British rovereign who, and not the nation, is actnally the party with whom the United States made the convention. The officers who are engaged in enforcing the acts of Canada, or the laws of the Empire, are Her Majesty's officers, whether their authority emanates directly from the Queen or from her representative, the governor-general."

The ground upon which the seizures complained of are principally justified is the allegation that the vessels in question were violating the stipulations of the treaty between the United States and Great Britain. This is denied by the United States Government. The facts of the transaction are not seriously in dispute, and, if they were, could be easily ascertained by both Governments without the aid of the judicial tribunals of either, and the question to be determined is the true interpretation of the treaty as understood, and to be administered between the high contracting parties.

The proposition of Her Majesty's Government amounts to this, that before the United States can obtain consideration of their complaint that the Canadian authorities without justification have seized and are proceeding to confiscate American vessels, the result of the proceedings in the Canadian courts, instituted by the captors as the means of the seizures, must be awaited, and the decision of that tribunal on the international questions involved obtained.

The interpretation of a treaty when it becomes the subject of discussion between two governments is not, I respectfully insist, to be settled by the judicial tribunals of either. That would be placing its construction in the hands of one of the parties to it. It can only be interpreted for such a purpose by the mutual consideration and agreement which were necessary to make it. Questions between individuals arising upon the terms of a treaty may be for the courts to which they resort to adjust.

Questions between nations as to national rights secured by treaty are of a very different character and must be solved in another way.

The United States Government is no party to the proceedings instituted by the British authorities in Canada. Nor can it consent to become a party. The proceedings themselves are what the United States complain of as unauthorized, as well as unfriendly. It would be inconsistent with the dignity of a sovereign power to become a party to such proceedings, or to seek redress in any way in the courts of another country for what it claims to be the violation of treaty stipulations by the authorities of that country.

Still less could it consent to be made indirectly a party to the suits by being required to await the result of such defense as the individuals whose property is implicated may be able and may think proper to set up.

Litigation of that sort may be indefinitely prolonged. Meanwhile fresh seizures of American vessels upon similar grounds are to be expected, for which redress would in like manner await the decisions of the local tribunals, whose jurisdiction the captors invoke and the United States Government denies.

Nor need it be again pointed out, how different may be the question involved between the Governments from that which these proceedings raise in the Canadian courts. Courts in such cases do not administer treaties. They administer only the statutes that are passed in pursuance of treaties. If a statute contravene the provisions of a treaty, British courts are nevertheless bound by the statute. And if, on the other hand, there is a treaty stipulation which no statute gives the means of enforcing, the court cannot enforce it.

Although the United States Government insists that there is no British or colonial act authorizing the seizures complained of, if the British courts should nevertheless find such authority in any existing statute, the question whether the statute itself or the construction given it is warranted by the treaty would still remain. And also the still higher question, whether if the strict technical reading of the treaty might be thought to warrant such a result, it is one which ought to be enforced between sovereign and friendly nations acting in the spirit of the treaty.

The United States Government must therefore insist that, irrespective of the future result of the Canadian legal proceedings, the authority and propriety of which is the subject of dispute, and without waiting their conclusion, it is to Her Majesty's Government it must look for redress and satisfaction for the transactions in question, and for such instructions to the colonial authority as will prevent their repetition.

While, as I have observed, Lord Rosebery declines to discuss the question of the legality of these seizures, the able and elaborate report on the subject from the Canadian minister of marine and fisheries, which is made a part of it, attempts in very general terms to sustain their authority. He says:

"It is claimed that the vessel (the David J. Adams) violated the treaty of 1818, and *consequently* the statutes which exist for the enforcement of the treaty."

It is not clear from this language whether it is meant to be asserted that if an act, otherwise lawful, is prohibited by a treaty, the commission of the act becomes a violation of a statute which has no reference to it, if the statute was enacted to carry out the treaty, or whether it is intended to say that there was in existence, prior to the seizure of the vessel in question, some statute which did refer to the act complained of and did authorize proceedings or provide a penalty against American fishing vessels for purchasing bait or supplies in a Canadian port to be used in lawful fishing.

The former proposition does not seem to require refutation. If the latter is intended, I have respectfully to request that your lordship will have the kindness to direct a copy of such act to be furnished to me. I have supposed that none such existed, and neither in the report of the Canadian minister, nor in the customs circulars or warnings thereto appended, in which attention is called to the various legislation on the subject, is any such act pointed out.

The absence of such statute provision either in the act of Parliament (59 Geo. III, c. 38) or in any subsequent colonial act, is not merely a legal objection, though quite a sufficient one, to the validity of the proceedings in question. It affords the most satisfactory evidence that up to the time of the present controversy no such construction has been given to the treaty by the British or by the colonial parliament, as is now sought to be maintained.

No other attempt is made in the report of the Canadian minister to justify the legality of these seizures.

It is apparent from the whole of it that he recognizes the necessity of the proposed enactment of the act of the Canadian Parliament already alluded to in order to sustain them.

This remark is further confirmed by the communication from the Marquis of Lansdowne, governor-general of Canada, to Lord Granville, in reference to that act, annexed by Lord Rosebery to his second note to the British minister of July 23, 1886, a copy of which was sent me by his lordship, in connection with his other note of same date above referred to.

I do not observe upon other points of the minister's report not bearing upon the points of note to Lord Rosebery. So far as they relate to the communications addressed to

the British minister by Mr. Bayard, the Secretary of State will doubtless make such reply as may seem to him to be called for.

In various other instances American vessels have been seized or driven away by the provincial authorities when not engaged or proposing to engage in any illegal employment.

Some of these cases are similar to that of the Adams, the vessels having been taken possession of for purchasing bait or supplies to be used in lawful fishing, or for alleged technical breach of custom-house regulations, where no harm was either intended or committed, and under circumstances in which for a very long time such regulations have been treated as inapplicable.

In other cases, an arbitrary extension of the three-mile limit fixed by the treaty has been announced so as to include within it portions of the high sea, such as the Bay of Fundy, the Bay of Chaleur, and other similar waters, and American fishermen have been prevented from fishing in those places by threats of seizure. I do not propose at this time to discuss the question of the exact location of that line. But only to protest against its extension in the manner attempted by the provincial authorities.

To two recent instances of interference by Canadian officers with American fishermen, of a somewhat different character, I am specially instructed by my Government to ask your lordship's attention, those of the schooners Thomas F. Bayard and Mascot.

These vessels were proposing to fish in waters in which the right to fish is expressly secured to Americans by the terms of the treaty of 1818; the former in Bonne Bay, on the northwest coast of Newfoundland, and the latter near the shores of the Magdalen Islands.

For this purpose the Bayard attempted to purchase bait in the port of Bonne Bay, having reported at the custom-house and announced its object. The Mascot made a similar attempt at Port Amherst in the Magdalen Islands, and also desired to take on board a pilot. Both vessels were refused permission by the authorities to purchase bait, and the Mascot to take a pilot, and were notified to leave the ports within twenty-four hours on penalty of seizure. They were therefore compelled to depart, to break up their voyages, and to return home, to their very great loss. I append copies of the affidavits of the masters of these vessels, stating the facts.

Your lordship will observe, upon reference to the treaty, not only that the right to fish in these waters is conferred by it, but that the clause prohibiting entry by American fishermen into Canadian ports, except for certain specified purposes, which is relied on by the Canadian Government in the cases of the Adams and of some other vessels, has no application whatever to the ports from which the Bayard and the Mascot were excluded. The only prohibition in the treaty having reference to those ports is against curing and drying fish there, without leave of the inhabitants, which the vessels excluded had no intention of doing.

The conduct of the provincial officers toward these vessels was therefore not merely unfriendly and injurious, but in clear and plain violation of the terms of the treaty. And I am instructed to say that reparation for the losses sustained by it to the owners of the vessels will be claimed by the United States Government on their behalf as soon as the amount can be accurately ascertained.

It will be observed that interference with American fishing vessels by Canadian authorities is becoming more and more frequent, and more and more flagrant in its disregard of treaty obligations and of the principles of comity and friendly intercourse. The forbearance and moderation of the United States Government in respect to them appear to have been misunderstood and to have been taken advantage of by the provincial government. The course of the United States has been dictated, not only by an anxious desire to preserve friendly relations, but by the full confidence that the interposition of Her Majesty's Government would be such as to put a stop to the transactions complained of, and to afford reparation for what has already taken place. The subject has become one of grave importance, and I earnestly solicit the immediate attention of your lordship to the question it involves, and to the views presented in my former note and in those of the Secretary of State.

The proposal in your lordship's note that a revision of the treaty stipulations bearing upon the subject of the fisheries should be attempted by the Government, upon the basis of mutual concessions is one that under other circumstances would merit and receive serious consideration. Such a revision was desired by the Government of the United States before the present disputes arose, and when there was a reasonable prospect that it might have been carried into effect. Various reasons not within its control now concur to make the present time inopportune for that purpose, and greatly to diminish the hope of a favorable result to such an effort. Not the least of them is the irritation produced in the United States by the course of the Canadian Government, and the belief thereby engendered that a new treaty is attempted to be forced upon the United States Government.

It seems apparent that the questions now presented and the transactions that are the subject of present complaint must be considered and adjusted upon the provisions of the existing treaty, and upon the construction that is to be given to them.

A just construction of these stipulations, and such as would consist with the dignity, the interests, and the friendly relations of the two countries, ought not to be difficult, and can doubtless be arrived at.

As it appears to me very important to these relations that the collisions between the American fishermen and the Canadian officials should terminate, I suggest to your lordship whether an *ad interim* construction of the terms of the existing treaty cannot be reached by mutual understanding of the Governments, to be carried out informally by instructions given on both sides, without prejudice to ultimate claims of either, and terminable at the will of either, by which the conduct of the business can be so regulated for the time being as to prevent disputes and injurious proceedings until a more permanent understanding can be had.

Should this suggestion meet with your lordship's approval, perhaps you may be able to propose an outline for such an arrangement.

I am not prepared nor authorized to present one at this time, but may hereafter be instructed to do so if the effort is thought advisable.

I have, &c..

E. J. PHELPS.

[Inclosure No. 2 with Mr. Phelps's No. 351.]

Sworn statement of James McDonald, master of the Thomas F. Bayard, dated July 28, 1886, with accompanying notice served on him by N. N. Taylor, officer of customs, dated July 12, 1886.

UNITED STATES OF AMERICA,
Commonwealth of Massachusetts:

I, James McDonald, of Gloucester, on my oath do say I am master and part owner of the schooner Thomas F. Bayard, a licensed vessel of the United States; that she sailed with a permit to trade from Gloucester June 22, on a trip for halibut. We fished on the northwest coast of Newfoundland, near Bonne Bay, where, my supply of bait being exhausted, I ran into the port July 12 and reported at the custom-house, stating to the collector that my purpose was to buy bait. The collector immediately served me with the notice hereto appended and made part of this affidavit. I had with me a copy of the Canadian Warning of March 5, 1886, which contained the clause 2 of the treaty of 1818. This I showed to the collector and argued that I had the right under the treaty there set out. In substance his reply was that he had an official duty to perform and would not permit me.

Fearing that my vessel would be seized should I remain or should I buy bait or take it, I determined to return to Gloucester, as my trip was broken up by reason of these threats in the notice and the action of the collector in refusing to recognize the rights secured to my vessel by the treaty. I arrived in Gloucester July 26. I say great losses and damages have inured to said vessel, her owner, and crew by reason of being warned off said coast and said Bonne Bay, as will be duly made to appear.

JAMES McDONALD.

COMMONWEALTH OF MASSACHUSETTS,
Suffolk ss:

BOSTON, *July* 28, 1886.

Then personally appeared the above-named James McDonald and made oath that the foregoing statement by him subscribed is true.

CHARLES G. CHICK,
Justice of the Peace.

[Inclosure No. 3 with Mr. Phelps's No. 351.]

Mr. Taylor to Captain McDonald.

BONNE BAY, *July* 12, 1886.

SIR: I am instructed to give you notice that the presence of your vessel in this port is in violation of the articles of the international convension of 1818 between Great Britain and the United States, in relation to fishery rights on the coast of Newfoundland, and of the laws in force in this country for the enforcement of the articles

of the convention, and that the purchase of bait or ice, or other transaction in connection with fishery operations, within 3 miles of the coasts of this colony, will be in further violation of the terms of said convention and laws.

I am, &c.,

N. N. TAYLOR,
Officer of Customs.

Capt. JAMES MCDONALD,
Schooner Thomas F. Bayard.

[Inclosure No. 4 with Mr. Phelps's No. 351.]

Sworn statement of Alexander McEachern, master of the Mascot, dated July 27, 1886.

STATE OF MASSACHUSETTS,
County of Essex:

GLOUCESTER, *July* 27, 1886.

Be it known that on the 27th day of July, in the year of our Lord 1886, before me, Aaron Parsons, a notary public, duly commissioned and sworn, and dwelling at Gloucester, in the county and State aforesaid, personally appeared Alexander McEachern, master of the schooner called Mascot, of this port, who deposes and says: That on the 10th day of June, 1886 A. D., I went into Port Amherst, Magdalen Islands, for the purpose of buying bait, but as soon as I went ashore I was met by the custom-house officials, who forbid me from so doing, stating they would seize my vessel, and I had no right to enjoy any privileges here except to get wood and water. I informed him that I wanted to take a pilot so I could find a spot where I was informed the fishing was good. He also said if I shipped such pilot or laid in port over twenty-four hours he would seize my vessel.

[SEAL.] ALEX. MCEACHERN

Before me.

AARON PARSONS, *N. P.*

No. 67.

Mr. Porter to Mr. Phelps.

No. 414.] DEPARTMENT OF STATE,
Washington, September 29, 1886.

SIR: I transmit to you herewith, for your information, a copy of Mr. Bayard's note of the 23d instant, to Sir Lionel West, concerning the reported action of the customs officers at Sheep Creek, in the Straits of Canso, in threatening the American fishing schooner A. R. Crittenden with seizure if she took in water. Also a copy of Sir Lionel West's reply to said note.

I am, &c.,

JAS. D. PORTER,
Acting Secretary.

[Inclosure.]

1. Mr. Bayard to Sir L. West, September 23, 1886. (See No. 40, p. 47.)
2. Sir L. West to Mr. Bayard, September 25, 1886. (See No. 41, p. 48.)

No. 68.

Mr. Phelps to Mr. Bayard.

No. 372.] LEGATION OF THE UNITED STATES,
London, October 12, 1886. [Received October 26.]

SIR: I have the honor to inclose herewith a copy of a note received by me this day from Lord Iddesleigh in reference to the Canadian fisheries.

I have, &c.,

E. J. PHELPS.

[Inclosure with Mr. Phelps's No. 372.]

Lord Iddesleigh to Mr. Phelps.

FOREIGN OFFICE, *October* 11, 1886.

SIR: I have the honor to acknowledge the receipt of your note of the 11th ultimo, on the subject of the Canadian fisheries, and I beg leave to acquaint you that the note is under the careful consideration of Her Majesty's Government and that an answer will be returned as early as possible.

I have, &c.,

IDDESLEIGH.

No. 69.

Mr. Bayard to Mr. Phelps.

No. 434.] DEPARTMENT OF STATE,
Washington, October 20, 1886.

SIR: I inclose herewith for your information a copy of my note of the 19th instant, to Sir Lionel West, concerning the seizure of the American fishing vessel Everett Steele, of Gloucester, Mass., by the Canadian cutter Terror, on the 10th of September, 1886, in the harbor of Shelburne, Nova Scotia.

I am, &c.,

T. F. BAYARD.

[Inclosure.]

Mr. Bayard to Sir Lionel West, October 19, 1886. (See No. 44, page 52.)

No. 70.

Mr. Bayard to Mr. Phelps.

No. 452.] DEPARTMENT OF STATE,
Washington, November 6, 1886.

SIR: On October 7, 1886, the United States fishing vessel, the Marion Grimes, of Gloucester, Mass., Alexander Landry, a citizen of the United States, being her captain, arrived shortly before midnight, under stress of weather, at the outer harbor of Shelburne, Nova Scotia.

The night was stormy, with a strong head-wind against her, and her sole object was temporary shelter. She remained at the spot where she anchored, which was about seven miles from the port of Shelburne, no one leaving her until 6 o'clock the next morning, when she hoisted sail in order to put to sea. She had scarcely started, however, before she was arrested and boarded by a boat's crew from the Canadian cruiser Terror. Captain Landry was compelled to proceed to Shelburne, about seven miles distant, to report to the collector. When the report was made, Captain Landry was informed that he was fined $400 for not reporting on the previous night. He answered that the custom-house was not open during the time that he was in the outer harbor. He further insisted that it was obvious from the storm that caused him to take shelter in that harbor, from the shortness of his stay, and from the circumstances that his equipments were exclusively for deep-sea fishing, and that he had made no effort whatever to approach the shore, that his object was exclusively to find shelter. The fine, however, being imposed principally through the urgency of Captain Quigley, commanding the Terror, Captain Landry was informed that he was to be detained at the port of Shelburne until a deposit to meet the fine was made. He consulted Mr. White, the United States consular agent at Shelburne, who at once telegraphed the facts to Mr. Phelan, United States consul-general at Halifax, it being of great importance to Captain Landry, and to those interested in his venture, that he should proceed on his voyage at once. Mr. Phelan then telegraphed to the assistant commissioner of customs at Ottawa that it was impossible for Captain Landry to have reported while he was in the outer harbor on the 8th instant, and asking that the deposit required to release the vessel be reduced. He was told in reply that the minister declined to reduce the deposit, but that it might be made at Halifax. Mr. Phelan at once deposited at Halifax the $400, and telegraphed to Captain Landry that he was at liberty to go to sea. On the evening of October 11 Mr. Phelan received a telegram from Captain Landry, who had already been kept four days in the port, stating that "the custom-house officers and Captain Quigley" refused to let him go to sea. Mr. Phelan the next morning called on the collector at Halifax to ascertain if an order had issued to release the vessel, and was informed that the order had been given, "but that the collector and captain of the cruiser refused to obey it, for the reason that the captain of the seized vessel hoisted the American flag while she was in custody of Canadian officials." Mr. Phelan at once telegraphed this state of facts to the assistant commissioner at Ottawa, and received in reply, under date of August 12, the announcement that "collector has been instructed to release the Grimes from customs seizure. This department has nothing to do with other charges." On the same day a dispatch from the commissioner of customs at Ottawa was sent to the collector of customs at Halifax reciting the order to release the Grimes, and saying "this [the customs] department has nothing to do with other charges. It is department of marine."

The facts as to the flag were as follows:

On October 11, the Marion Grimes, being then under arrest by order of local officials for not immediately reporting at the custom-house, hoisted the American flag. Captain Quigley, who, representing, as appeared, not the revenue, but the marine department of the Canadian administration, was, with his "cruiser," keeping guard over the vessel, ordered the flag to be hauled down. This order was obeyed; but about an hour afterwards the flag was again hoisted, whereupon Captain

Quigley boarded the vessel with an armed crew and lowered the flag himself. The vessel was finally released under orders of the customs department, being compelled to pay $8 costs in addition to the deposit of $400 above specified.

The seriousness of the damage inflicted on Captain Landry and those interested in his venture will be understood when it is considered that he had a crew of twelve men, with full supplies of bait, which his detention spoiled.

You will at once see that the grievances I have narrated fall under two distinct heads.

The first concerns the boarding by Captain Quigley of the Marion Grimes on the morning of October 8th, and compelling her to go to the town of Shelburne, there subjecting her to a fine of $400 for visiting the port without reporting, and detaining her there arbitrarily four days, a portion of which time was after a deposit to meet the fine had been made.

This particular wrong I now proceed to consider with none the less gravity, because other outrages of the same class have been perpetrated by Captain Quigley. On August 18th last I had occasion, as you will see by the annexed papers, to bring to the notice of the British minister at this capital several instances of aggression on the part of Captain Quigley on our fishing vessels. On October 19, 1886, I had also to bring to the British minister's notice the fact that Captain Quigley had, on September the 10th, arbitrarily arrested the Everett Steele, a United States fishing vessel, at the outer port of Shelburne. To these notes I have received no reply. Copies are transmitted, with the accompanying papers, to you in connection with the present instruction, so that the cases, as part of a class, can be presented by you to Her Majesty's Government.

Were there no treaty relations whatever between the United States and Great Britain, were the United States fishermen without any other right to visit those coasts than are possessed by the fishing craft of any foreign country simply as such, the arrest and boarding of the Grimes, as above detailed, followed by forcing her into the port of Shelburne, there subjecting her to fine for not reporting, and detaining her until her bait and ice were spoiled, are wrongs which I am sure Her Majesty's Government will be prompt to redress. No Governments have been more earnest and resolute in insisting that vessels driven by stress of weather into foreign harbors should not be subject to port exactions than the Governments of Great Britain and the United States. So far has this solicitude been carried that both Governments, from motives of humanity, as well as of interest as leading maritime powers, have adopted many measures by which foreigners as well as citizens or subjects arriving within their territorial waters may be protected from the perils of the sea. For this purpose not merely light-houses and light-ships are placed by us at points of danger, but an elaborate life-saving service, well equipped with men, boats, and appliances for relief, studs our seaboard in order to render aid to vessels in distress, without regard to their nationality. Other benevolent organizations are sanctioned by Government which bestow rewards on those who hazard their lives in the protection of life and property in vessels seeking in our waters refuge from storms. Acting in this spirit the Government of the United States has been zealous, not merely in opening its ports freely, without charges to vessels seeking them in storm, but in insisting that its own vessels, seeking foreign ports under such circumstances, and exclu-

sively for such shelter, are not under the law of nations subject to custom-house exactions.

> In cases of vessels carried into British ports by violence or stress of weather [said Mr. Webster in instructions to Mr. Everett, June 28, 1842] we insist that there shall be no interference from the land with the relation or personal condition of those on board, according to the laws of their own country; that vessels under such circumstances shall enjoy the common laws of hospitality, subjected to no force, entitled to have their immediate wants and necessities relieved, and to pursue their voyage without molestation.

In this case, that of the Creole, Mr. Wheaton, in the *Revue Française et Étrangère* (IX, 345), and Mr. Legaré (4 Op. At. Gen., 98), both eminent publicists, gave opinions that a vessel carried by stress of weather or forced into a foreign port is not subject to the law of such port; and this was sustained by Mr. Bates, the umpire of the commission to whom the claim was referred (Rep. Com. of 1853, 244, 245):

> The municipal law of England [so he said] cannot authorize a magistrate to violate the law of nations by invading with an armed force the vessel of a friendly nation that has committed no offense, and forcibly dissolving the relations which, by the laws of his country, the captain is bound to preserve and enforce on board. These rights, sanctioned by the law of nations, viz, the right to navigate the ocean and to seek shelter in case of distress or other unavoidable circumstances, and to retain over the ship, her cargo, and passengers, the law of her country, must be respected by all nations, for no independent nation would submit to their violation.

It is proper to state that Lord Ashburton, who conducted the controversy in its diplomatic stage on the British side, did not deny as a general rule the propositions of Mr. Webster. He merely questioned the applicability of the rule to the case of the Creole. Nor has the principle ever been doubted by either Her Majesty's Government or the Government of the United States; while, in cases of vessels driven by storm on inhospitable coasts, both Governments have asserted it, sometimes by extreme measures of redress, to secure indemnity for vessels suffering under such circumstances from port exactions, or from injuries inflicted from the shore.

It would be hard to conceive of anything more in conflict with the humane policy of Great Britain in this respect, as well as with the law of nations, than was the conduct of Captain Quigley towards the vessel in question on the morning of October 8th.

In such coasts, at early dawn, after a stormy night, it is not unusual for boats, on errands of relief, to visit vessels which have been struggling with storm during the night. But in no such errand of mercy was Captain Quigley engaged. The Marion Grimes, having found shelter during the night's storm, was about to depart on her voyage, losing no time while her bait was fresh and her ice lasted, when she was boarded by an armed crew, forced to go 7 miles out of her way to the port, and was there under pressure of Captain Quigley, against the opinion originally expressed of the collector, subjected to a fine of $400 with costs, and detained there, as I shall notice hereafter, until her voyage was substantially broken up. I am confident Her Majesty's Government will concur with me in the opinion that, as a question of international law, aside from treaty and other rights, the arrest and detention under the circumstances of Captain Landry and of his vessel were in violation of the law of nations as well as the law of humanity, and that on this ground alone the fine and the costs should be refunded and the parties suffering be indemnified for their losses thereby incurred.

It is not irrelevant, on such an issue as the present, to inquire into the official position of Captain Quigley, "of the Canadian cruiser Ter-

ror." He was, as the term "Canadian cruiser" used by him enables us to conclude, not an officer in Her Majesty's distinctive service. He wsa not the commander of a revenue cutter, for the head of the customs service disavowed him. Yet he was arresting and boarding, in defiance of law, a vessel there seeking shelter, over-influencing the collector of the port into the imposition of a fine, hauling down with his own hand the flag of the United States, which was displayed over the vessel, and enforcing arbitrarily an additional period of detention after the deposit had been made, simply because the captain of the vessel refused to obey him by executing an order insulting to the flag which the vessel bore. If armed cruisers are employed in seizing, harassing, and humiliating storm-bound vessels of the United States on Canadian coasts, breaking up their voyages and mulcting them with fines and costs, it is important for reasons presently to be specified that this Government should be advised of the fact.

From Her Majesty's Government redress is asked. And that redress, as I shall have occasion to say hereafter, is not merely the indemnification of the parties suffering by Captain Quigley's actions, but his withdrawal from the waters where the outrages I represent to you have been committed.

I have already said that the claims thus presented could be abundantly sustained by the law of nations, aside from treaty and other rights. But I am not willing to rest the case on the law of nations. It is essential that the issue between United States fishing vessels and the "cruiser Terror" should be examined in all its bearings, and settled in regard not merely to the general law of nations, but to the particular rights of the parties aggrieved.

It is a fact that the fishing vessel Marion Grimes had as much right under the special relations of Great Britain and the United States to enter the harbor of Shelburne as had the Canadian cruiser. The fact that the Grimes was liable to penalties for the abuse of such right of entrance does not disprove its existence. Captain Quigley is certainly liable to penalties for his misconduct on the occasion referred to. Captain Landry was not guilty of misconduct in entering and seeking to leave that harbor, and had abused no privilege. But whether liable or no for subsequent abuse of the rights, I maintain that the right of free entrance into that port, to obtain shelter, and whatever is incident thereto, belonged as much to the American fishing vessel as to the Canadian cruiser.

The basis of this right is thus declared by an eminent jurist and statesman, Mr. R. R. Livingston, the first Secretary of State appointed by the Continental Congress, in instructions issued on January 7, 1782, to Dr. Franklin, then at Paris, intrusted by the United States with the negotiation of articles of peace with Great Britain:

> The arguments on which the people of America found their claim to fish on the banks of Newfoundland arise, first, from their having once formed a part of the British Empire, in which state they always enjoyed as fully as the people of Britain themselves the right of fishing on those banks. They have shared in all the wars for the extension of that right, and Britain could with no more justice have excluded them from the enjoyment of it (even supposing that one nation could possess it to the exclusion of another) while they formed a part of that Empire than they could exclude the people of London or Bristol. If so, the only inquiry is, how have we lost this right? If we were tenants in common with Great Britain while united with her, we still continue so, unless by our own act we have relinquished our title. Had we parted with mutual consent, we should doubtless have made partition of our common rights by treaty. But the oppressions of Great Britain forced us to a separation (which must be admitted, or we have no right to be independent); and it

can not certainly be contended that those oppressions abridged our rights or gave new ones to Britain. Our rights, then, are not invalidated by this separation, more particularly as we have kept up our claim from the commencement of the war, and assigned the attempt of Great Britain to exclude us from the fisheries, as one of the causes of our recurring to arms.

As I had occasion to show in my note to the British minister in the case of the Everett Steele, of which a copy is hereto annexed, this "tenancy in common," held by citizens of the United States in the fisheries, they were to "continue to enjoy" under the preliminary articles of 1782, as well as under the treaty of peace of 1783; and this right, as a right of entrance in those waters, was reserved to them, though with certain limitations in its use, by the treaty of 1818. I might here content myself with noticing that the treaty of 1818, herein reciting a principle of the law of nations as well as ratifying a right previously possessed by fishermen of the United States, expressly recognizes the right of these fishermen to enter the "bays or harbors" of Her Majesty's Canadian dominions, "for the purpose of shelter and of repairing damages therein." The extent of other recognitions of rights in the same clause need not here be discussed. At present it is sufficient to say that the placing an armed cruiser at the mouth of a harbor in which the United States fishing vessels are accustomed and are entitled to seek shelter on their voyages, such cruiser being authorized to arrest and board our fishing vessels seeking such shelter, is an infraction not merely of the law of nations, but of a solemn treaty stipulation. That, so far as concerns the fishermen so affected, its consequences are far-reaching and destructive, it is not necessary here to argue. Fishing vessels only carry provisions enough for each particular voyage. If they are detained several days on their way to the fishing banks the venture is broken up. The arrest and detention of one or two operates upon all. They cannot as a class, with their limited capital and resources, afford to run risks so ruinous. Hence, rather than subject themselves to even the chances of suffering the wrongs inflicted by Captain Quigley, "of the Canadian cruiser Terror," on some of their associates, they might prefer to abandon their just claim to the shelter consecrated to them alike by humanity, ancient title, the law of nations, and by treaty, and face the gravest peril and the wildest seas in order to reach their fishing grounds. You will therefore represent to Her Majesty's Government that the placing Captain Quigley in the harbor of Shelburne to inflict wrongs and humiliation on United States fishermen there seeking shelter is, in connection with other methods of annoyance and injury, expelling United States fishermen from waters, access to which, of great importance in the pursuit of their trade, is pledged to them by Great Britain, not merely as an ancient right, but as part of a system of international settlement.

It is impossible to consider such a state of things without grave anxiety. You can scarcely represent this too strongly to Her Majesty's Government.

It must be remembered, in considering this system, so imperiled, that the preliminaries to the article of 1782, afterwards adopted as the treaty of 1783, were negotiated at Paris by Dr. Franklin, representing the United States, and Mr. Richard Oswald, representing Lord Shelburne, then colonial secretary, and afterwards, when the treaty was finally agreed on, prime minister. It must be remembered, also, that Lord Shelburne, while maintaining the rights of the colonies when assailed by Great Britain, was nevertheless unwilling that their independence should be recognized prior to the treaty of peace, as if it were a concession wrung from Great Britain by the exigencies of war. His

position was that this recognition should form part of a treaty of partition, by which, as is stated by the court in Sutton *v.* Sutton (1 Rus. & M., 675), already noticed by me, the two great sections of the British Empire agreed to separate, in their articles of separation recognizing to each other's citizens or subjects certain territorial rights. Thus the continuance of the rights of the United States in the fisheries was recognized and guaranteed; and it was also declared that the navigation of the Mississippi, whose sources were, in the imperfect condition of geographical knowledge of that day, supposed to be in British territory, should be free and open to British subjects and to citizens of the United States. Both powers also agreed that there should be no further prosecutions or confiscations based on the war; and in this way were secured the titles to property held in one country by persons remaining loyal to the other. This was afterwards put in definite shape by the following article (Article X) of Jay's treaty:

> It is agreed that British subjects who now hold lands in the territories of the United States, and American citizens who now hold lands in the dominion of His Majesty, shall continue to hold them according to the nature and tenure of their respective estates and titles therein, and may grant, sell, or devise the same to whom they please in like manner as if they were natives; and that neither they nor their heirs or assigns shall, so far as may respect the said lands and the legal remedies incident thereto, be regarded as aliens.

It was this article which the court in Sutton *v.* Sutton, above referred to, held to be one of the incidents of the "separation" of 1783, of perpetual obligation, unless rescinded by the parties, and hence not abrogated by the war of 1812.

It is not, however, on the continuousness of the reciprocities, recognized by the treaty of 1783, that I desire now to dwell. What I am anxious you should now impress upon the British Government is the fact that, as the fishery clause in this treaty, a clause continued in the treaty of 1818, was a part of a system of reciprocal recognitions which are interdependent, the abrogation of this clause, not by consent, but by acts of violence and of insult, such as those of the Canadian cruiser Terror, would be fraught with consequences which I am sure could not be contemplated by the Governments of the United States and Great Britain without immediate action being taken to avert them. To the extent of the system thus assailed I now direct attention.

When Lord Shelburne and Dr. Franklin negotiated the treaty of peace, the area on which its recognitions were to operate was limited. They covered, on the one hand, the fisheries; but the map of Canada in those days, as studied by Lord Shelburne, gives but a very imperfect idea of the territory near which the fisheries lay. Halifax was the only port of entry on the coast; the New England States were there and the other nine were provinces, but no organized governments to the west of them. It was on this area only, as well as on Great Britain, that the recognitions and guarantees of the treaty were at first to operate. Yet comparatively small as this field may now seem, it was to the preservation over it of certain reciprocal rights that the attention of the negotiators was mainly given. And the chief of these rights were: (1) the fisheries, a common enjoyment in which by both parties took nothing from the property of either; and (2) the preservation to the citizens or subjects of each country of title to property in the other.

Since Lord Shelburne's premiership this system of reciprocity and mutual convenience has progressed under the treaties of 1842 and 1846, so as to give to Her Majesty's subjects, as well as to citizens of the United States, the free use of the river Detroit or both sides of the island Bois

Blanc, and between that island and the American and Canadian shores, and all the several channels and passages between the various islands lying near the junction of the river St. Clair with the lake of that name. By the treaty of 1846 the principle of common border privileges was extended to the Pacific Ocean. The still existing commercial articles of the treaty of 1871 further amplified those mutual benefits by embracing the use of the inland waterways of either country, and defining enlarged privileges of bonded transit by land and water through the United States for the benefit of the inhabitants of the Dominion. And not only by treaties has the development of Her Majesty's American dominion, especially to the westward, been aided by the United States, but the vigorous contemporaneous growth under the enterprise and energy of citizens of the Northwestern States and Territories of the United States has been productive of almost equal advantages to the adjacent possessions of the British Crown, and the favoring legislation by Congress has created benefits in the way of railway facilities which under the sanction of State laws have been and are freely and beneficially enjoyed by the inhabitants of the Dominion and their Government.

Under this system of energetic and co-operative development the coast of the Pacific has been reached by the transcontinental lines of railway within the territorial limits of the respective countries, and, as I have stated, the United States being the pioneers in this remarkable progress, have been happily able to anticipate and incidentally to promote the subsequent success of their neighbors in British America.

It will be scarcely necessary for you to say to Lord Iddesleigh that the United States, in thus aiding in the promotion of the prosperity, and in establishing the security of Her Majesty's Canadian dominions, claims no particular credit. It was prompted, in thus opening its territory to Canadian use, and incidentally for Canadian growth, in large measure by the consciousness that such good offices are part of a system of mutual convenience and advantage growing up under the treaties of peace and assisted by the natural forces of friendly contiguity. Therefore it is that we witness with surprise and painful apprehension the United States fishermen hampered in their enjoyment of their undoubted rights in the fisheries.

The hospitalities of Canadian coasts and harbors, which are ours by ancient right, and which these treaties confirm, cost Canada nothing and are productive of advantage to her people. Yet, in defiance of the most solemn obligations, in utter disregard of the facilities and assistances granted by the United States, and in a way especially irritating, a deliberate plan of annoyances and aggressions has been instituted and plainly exhibited during the last fishing season—a plan calculated to drive these fishermen from shores where, without injury to others, they prosecute their own legitimate and useful industry.

It is impossible not to see that if the unfriendly and unjust system, of which the cases now presented are part, is sustained by Her Majesty's Government, serious results will almost necessarily ensue, great as is the desire of this Government to maintain the relations of good neighborhood. Unless Her Majesty's Government shall effectually check these aggressions a general conviction on the part of the people of the United States may naturally be apprehended that, as treaty stipulations in behalf of our fishermen, based on their ancient rights, cease to be respected, the maintenance of the comprehensive system of mutual commercial accommodation between Canada and the United States could not reasonably be expected.

In contemplation of so unhappy and undesirable a condition of affairs I express the earnest hope that Her Majesty's Government will take immediate measures to avert its possibility.

With no other purpose than the preservation of peace and good will and the promotion of international amity, I ask you to represent to the statesmen charged with the administration of Her Majesty's Government the necessity of putting an end to the action of Canadian officials in excluding American fishermen from the enjoyment of their treaty rights in the harbors and waters of the maritime provinces of British North America.

The action of Captain Quigley in hauling down the flag of the United States from the Marion Grimes has naturally aroused much resentment in this country, and has been made the subject of somewhat excited popular comment; and it is wholly impossible to account for so extraordinary and unwarranted an exhibition of hostility and disrespect by that official. I must suppose that only his want of knowledge of what is due to international comity and propriety and overheated zeal as an officer of police could have permitted such action; but I am confident that, upon the facts being made known by you to Her Majesty's Government, it will at once be disavowed, a fitting rebuke be administered, and the possibility of a repetition of Captain Quigley's offense be prevented.

It seems hardly necessary to say that it is not until after condemnation by a prize court that the national flag of a vessel seized as a prize of war is hauled down by her captor. Under the fourteenth section of the twentieth chapter of the Navy Regulations of the United States the rule in such cases is laid down as follows:

> A neutral vessel, seized, is to wear the flag of her own country until she is adjudged to be a lawful prize by a competent court.

But, *a fortiori*, is this principle to apply in cases of customs seizures, where fines only are imposed and where no belligerency whatever exists. In the port of New York, and other of the countless harbors of the United States, are merchant vessels to-day flying the British flag which from time to time are liable to penalties for violations of customs laws and regulations. But I have yet to learn that any official, assuming, directly or indirectly, to represent the Government of the United States, would under such circumstances order down or forcibly haul down the British flag from a vessel charged with such irregularity; and I now assert that if such act were committed, this Government, after being informed of it, would not wait for a complaint from Great Britain, but would at once promptly reprimand the parties concerned in such misconduct and would cause proper expression of regret to be made.

A scrupulous regard for international respect and courtesy should mark the intercourse of the officials of these two great and friendly nations, and anything savoring of the contrary should be unhesitatingly and emphatically rebuked. I cannot doubt that these views will find ready acquiescence from those charged with the administration of the Government of Great Britain.

You are at liberty to make Lord Iddesleigh acquainted with the contents of this letter, and, if desired, leave with him a copy.

I am, sir, your obedient servant,

T. F. BAYARD.

EDWARD J. PHELPS, Esq., &c.

No. 71.

Mr. Bayard to Mr. Phelps.

No. 462.]

DEPARTMENT OF STATE,
Washington, November 20, 1886.

SIR: On the 6th of the present month I wrote you concerning the treatment of the United States fishing schooner Marion Grimes, of Gloucester, Mass., on October 7, 1886, in the outer harbor of Shelburne, Nova Scotia, by Captain Quigley, of the Canadian cruiser Terror.

I received yesterday and now inclose a copy of the statement made under oath by Captain Landry of the Marion Grimes, and present it as supplementary and confirmatory of my former communication on the subject.

I am, &c.,

T. F. BAYARD.

I, Alexander Landry, master of schooner Marion Grimes, of Gloucester, being duly sworn, do depose and say:

That on Monday, October 4, 1886, I sailed from Gloucester on a fishing trip to Western Bank. On the night of Thursday, October 7, the wind blowing almost a gale from the southeast and a heavy sea running, we came to anchor in the entrance of Shelburne Harbor about midnight for shelter. We were then fully 10 miles from the custom-house at Shelburne. At 4.30 a. m. of the next day we hove up our anchor to continue our voyage, the wind having died away almost to a calm. Just as we had got our anchor on the bow an officer and boat's crew from Canadian cruiser Terror (which laid off Sand Point some 3 miles above us) came on board and told me we must come to anchor at once and go to the custom-house at Shelburne and enter and clear. I at once anchored the vessel and taking my boat and two of my crew started for the custom-house. When we reached the Terror, Captain Quigley ordered me to come on board his vessel, leave my boat and men, and go with him in his boat to Shelburne. I arrived at the custom-house at about 8.30 a. m., and waited until 9 a. m., when Collector Attwood arrived. I then entered and cleared my vessel and was about to pay the charges and depart, when Captain Quigley entered the office and told the collector he ought not to clear my vessel as I had attempted to leave the harbor without reporting, and that the case should be laid before the authorities at Ottawa. Collector Attwood then withheld my papers until a decision should be received from Ottawa. I then tried to find the American consul, calling at his office three times during the day, and was unable to find him. But in the afternoon found a Mr. Blatchford in the consul's office, who informed me that my vessel had been fined $400, and I wired my owners accordingly. At 4 p. m. returned with Captain Quigley on board the Terror, and when on board he informed me that my vessel was fined $400.

He then sent a boat's crew on board my schooner, telling me to go with them, but detaining my boat and two men, and ordered me to take my schooner up to Shelburne at once. We started and got as far as Sand Point, and came to anchor for want of wind at about 10 o'clock p. m., and alongside the Terror. At 3 o'clock a. m. on Saturday, October 9, accompanied by the Terror, we started again for Shelburne inner harbor, arriving there about 7 o'clock a. m., and then the boat's crew left us and my two men came on board in my boat. I then went on shore and found the American consul, who informed me he could not give me any assistance. During Saturday, Sunday, and Monday I awaited dispatches from my owner in regard to the payment of the fine. On Monday morning, it being the anniversary of my birthday, I hoisted the American flag to the mast-head, and immediately Captain Quigley (speaking from the deck of his vessel) ordered me to haul it down, which I did; but after thinking the matter over, I concluded that as no regular seizure of my vessel had been made, no broad arrow put upon my mast, but my vessel only detained until a deposit of the fine had been made, Captain Quigley had acted beyond his authority, and acting on this conclusion I again set my flag at the mast-head. Captain Quigley again ordered me to haul down the flag, which I refused to do; upon which he came on board my vessel with eight men, and asked who gave the authority to hoist that flag. I replied that I took the authority myself. He then said, "Well, I'll haul it down myself,"

which I forbid him to do; but without heeding me he immediately hauled down the flag, unbent it, unrove the halliards, and passed the flag to me. I passed it back to him, telling him as he had hauled it down he better take charge of it himself. He then ordered his men to haul the vessel into the wharf, which they did, and Collector Attwood came on board and put a broad arrow (⅄) on the mainmast and placed two watchmen on the wharf to watch the vessel. On Tuesday, October 12, at 10 a. m., Collector Attwood informed me that the vessel was released, but I must pay the bill for watching, amounting to $8, and to save further delay I did so. On Tuesday evening, October 12, sailed for the Western Bank in continuation of my voyage.

his
ALEXANDER × LANDRY,
mark.

Master.

Witness:
J. WARREN WONSON.

MASSACHUSETTS, ESSEX, *ss*:

NOVEMBER 13, 1886.

Personally appeared Alexander Landry and made oath to the truth of the above statement before be.

[SEAL.]

AARON PARSONS,
Notary Public.

III.—MISCELLANEOUS. SELECTIONS FROM CORRESPONDENCE OF THE DEPARTMENT OF STATE WITH PARTIES INTERESTED IN AMERICAN FISHING VESSELS MOLESTED IN CANADIAN WATERS.

No. 72.

Messrs. Cushing and McKenney to Mr. Bayard.

[Telegram.]

PORTLAND, ME., *April* 9. [Received April 9.]

Having several fishing vessels ready for the Banks, we desire to know if they can call at Canadian ports for men and be protected in so doing.

CUSHING & McKENNEY.

No. 73.

Mr. Bayard to Messrs. Cushing and McKenney.

[Telegram.]

STATE DEPARTMENT, *April* 9, 1886.

The question of the right of American vessels engaged in fishing on the high seas to enter Canadian ports for the purpose of shipping crews may possibly involve construction of treaty with Great Britain. I expect to attain such an understanding as will relieve our fishermen from all doubts or risk in the exercise of the ordinary commercial privileges of friendly ports, to which, under existing laws of both countries, I consider their citizens to be mutually entitled free from molestation.

T. F. BAYARD.

No. 74.

Mr. Woodbury to Mr. Bayard.

BOSTON *May* 21, 1886. [Received May 24.]

SIR: In behalf of Jesse Lewis, esq., I inclose a statement by him and the crew of the D. J. Adams of the damages inuring to them by the seizure of that schooner by the British authorities near the Gut of Annapolis, and her detention at Digby, for an alleged violation of the

convention of 1818 between the United States and Great Britain. Mr. Lewis employed counsel at Halifax, who has informed him that there are "two suits pending, one *in rem*, under section 2, imperial act 1819, for alleged violation of the treaty 1818, act of 1819, and the Canadian fishery acts of 1868, 1870, 1871; no proceedings taken yet for violation of customs act other than seizure and detention by customs officer at Digby. The charge in this respect, I believe, is under sections 25 and 29, Canada customs act, chap. 12, 1883. The other suit against captain personally, and is for a penalty under section 4, imperial act, 1819."

The information I have from the master is that the Adams was arrested some miles from the town of Digby and ordered into the Lansdowne by an armed boat, she being at that time beating out of the gut against a head tide from an anchorage five or six miles up the basin beyond Digby, and was in the possession of the captors from the Lansdowne before she changed her course, and headed by their command into Digby. No seizure was made by any custom-house officer whilst the master controlled the vessel, and the owner and master are in profound ignorance of any such proceeding, or of the grounds, except the telegram which I cite above, and his counsel in Halifax has not yet been able to be more definite. Mr. Lewis, through his friends, has furnished security for costs to enable him to interpose a defense in the admiralty court against the libel *in rem*, based on the treaty of 1818. His vessel had been lately extensively repaired, and he has no means to bond her. Indeed, as it is in the power of the authorities there to seize her over and over, it would be impossible to know in what amount he would need to find security before he could get the vessel out of the hands of the provincial authorities—out of their local jurisdiction.

The only cause of seizure avowed is that the master "bought bait" somewhere along the coast and received it on the vessel. The undersigned has not discovered any statute forbidding a master to buy bait or anything else in a British Canadian port, nor one that subjects a vessel of the United States to forfeiture for exporting bait from such ports. It is supposed the provincials assert the doctrine that trading in their ports either is a violation of the treaty of 1818 or of the act of 1819. It cannot be that a private person can in the inferior courts of a foreign country undertake to defend the American construction of that treaty against the suit of the Crown, who alone is imperative in its courts of admiralty as to matters of treaty or maritime privilege; nor can it be that in such inferior courts the consonance of the act of 1819, with the principles of the treaty of 1818, or the law of nations, can be put in issue by the citizen of the United States defending his property; it is only the United States in its sovereignty that can arraign before the sovereignty of Great Britain the question whether the act of 1819 conflicts with or impairs the American right under the convention or the law of nations. My client would not humiliate his native land so much as to ask its Executive to appear by counsel before a local inferior tribunal of the other party to the convention of 1818 and submit to its decision any question affecting the sovereignty of the contracts it had made with Great Britain. It seems, then, to my perhaps imperfect understanding of the principles of national law, that my client must rely upon his own Government for defense and redress for the outrage upon his property, and he requests the intervention of the Executive as the only adequate protection he can have against the aggressive spoliations of his property by subordinate British officials. It is proper also that I should invite your attention to the evident fact that the *cause* put forth is the alleged shortcoming of the United States in not living up to its con-

vention, but that the incident is the exercise over the persons and property of private citizens of the United States of an absolute control to forfeit the one and punish the other without the consent of the United States, and without even this country having agreed to the interpretations shadowed or expressed by the imperial act of 1819.

I have, &c.,

CHAS. LEVI WOODBURY,
Counsel for Jesse Lewis, at Boston.

[Inclosure No. 1 with Mr. Woodbury's letter of May 21, 1886.]

Deposition of crew of the David J. Adams.

In re schooner David J. Adams, of Gloucester.

We, the undersigned, on oath declare and say that we were members of the crew of the fishing schooner David J. Adams, belonging to Mr. Jesse Lewis, of Gloucester, Essex County, Massachusetts, when she was seized at Digby, N. S., May 7, 1886, by the Canadian Government; that we had on board said schooner David J. Adams at the time of said seizure as follows:

5,000 pounds of cod, at 2 cents	$100 00
500 pounds of halibut, at 10 cents	50 00
11¼ barrels bait	12 50
8 tons ice	20 00
Total	182 50

of the value of $182.50; that one-half of the same belonged to us, of the value of $91.25. That we have lost by reason of said seizure, one additional trip, making two trips lost to each of us, of the value of $25 each trip, or $50 for the two trips.

Witness our hands at Gloucester, May 18, 1886.

ALDON KINNEY, *Master.*	JOSEPH BOUCHER.
ISAIAH ROBERTS.	JOHN BROWN.
JAMES SWANESBURG.	FRANK ARNESEN.
ELROY PRIOR.	JOSEPH HANLEY.
JOHN BEATON.	FRED FISCHER.
BATH MAEN.	SAMUEL HOOPER.
E. D. SIMMONS.	CALVIN COOK.

STATE OF MASSACHUSETTS, COUNTY OF ESSEX,
Office of the Police Court of Gloucester, Mass.:

I, Sumner D. York, clerk of the police court of Gloucester, the same being a court of record, in the county of Essex, State of Massachusetts, having a seal, do certify that William W. French, esq., was at the date of the certificate of the annexed instrument in writing a justice of the peace in and for said county duly authorized; that I am well acquainted with the handwriting of such officer, and verily believe that the signature to said certificate is genuine; and that the annexed instrument is executed according to the laws of this State.

In testimony whereof I have hereunto set my hand and affixed the seal of said court this 18th day of May, A. D. 1886.

[L. S.]

SUMNER D. YORK,
Clerk.

COMMONWEALTH OF MASSACHUSETTS,
Essex, ss:

GLOUCESTER, *May* 18, 1886.

Personally appeared the said Aldon Kinney, Isaiah Roberts, James Swanesburg, Elroy Prior, John Beaton, E. D. Simmons, Joseph Boucher, John Brown, Frank Arnesen, Joseph Hanley, Fred Fischer, Samuel Hooper, and on oath declared the foregoing statement by them subscribed to be true.

Before me.

WILLIAM W. FRENCH,
Justice of the Peace

[Inclosure No. 2 with Mr. Woodbury's letter of May 21, 1886.]

Affidavit of Capt. Jesse Lewis, of the David J. Adams.

I, Jesse Lewis, of Gloucester, Essex County, and State of Massachusetts, declare and say that I am the sole owner of the fishing schooner David J. Adams, seized by the Canadian Government May 7, 1886, at Digby, N. S.; that the said schooner is worth $5,000; that the provisions on board at the time of seizure were worth $200; that there was on board 40 tons ballast, worth $80; that the ice-house platform and gurry pens on board were worth $150; that the 35 hogsheads of salt on board were worth $60; that the stores and furniture for same on board were worth $125; that the boxes and fishing knives and forks were worth $25; that the side lanterns, binnacle lights, and signal torches were worth $50; that 2 water-casks, 5 barrels, and 15 kiver barrels were worth $25; that one dory and oars were worth $15; that the fishing-gear, 6 dozen lines, leads, snoods, and gear were worth $75; that the medicine-chest was worth $20; that all the above-named goods were on board the Adams at the time of seizure aforesaid; that by reason of said seizure I have lost the profits of said voyage, of the value of $650; that I claim as loss, interest from the date of the seizure, May 7, 1886, on the vessel and outfits, and interest on the loss of the voyage from June 7, 1886; that I have paid J. H. Murray, United States consul, on account of the crew of said Adams, $202.96; that the estimated expenses of the admiralty court are $240; that my traveling expenses (advice and services incurred) are $120; the probable legal services to be paid for are estimated at $1,000.

I was born in Kittery, Me., and have lived in Gloucester, Mass., forty years; that there was on board 1 compass, worth $40.

JESSE LEWIS.

COMMONWEALTH OF MASSACHUSETTS,
Essex, ss:

GLOUCESTER, *May* 18, 1886.

Personally appeared the above-named Jesse Lewis, and on oath declared the above statement by him subsribed to be true.
Before me.

WILLIAM W. FRENCH,
Justice of the Peace.

[Inclosure No. 3 with Mr. Woodbury's letter of May 21, 1886.]

Depositions showing nationality of the crew of the David J. Adams.

GLOUCESTER, *May* 18, 1886.

I declare and say that I am a native of Gloucester, Mass.

ALDON KINNEY.

I declare and say that I am a citizen of the United States; that I have fished from said country for the past twenty years.

ISAIAH ROBERTS.

I declare and say that I am a native of Novia Scotia, and have been fishing fro American ports for two years.

JAMES SWANESBURG.

I declare and say that I am a native of Breme, Me.

ELROY PRIOR.

I declare and say that I am a native of Bath, Me.

JOHN BEATON.

I declare and say that I am a native of Breme, Me.

E. D. SIMMONS.

I declare and say that I am a native of Booth Bay, Me.

JOSEPH BOUCHER.

I declare that I am a native of St. George, N. B.; that I have fished from Ameri can ports during the past eight years.

JOHN BROWN.

I declare that I am a native of Norway, and have fished from American ports for the last seven or eight years.

FRANK ARNESEN.

I declare and say that I am a native of St. George, N. B.; that I have fished from American ports for the last seven years.

JOSEPH HENLEY.

I say that I am a native of Germany; that I have fished from American ports for the last five years.

FRED FISCHER.

I declare that I am a native of St. George, N. B.; that I have fished from American ports for the last seven years.

SAMUEL HOOPER.

COMMONWEALTH OF MASSACHUSETTS,
Essex, ss:

GLOUCESTER, *May* 18, 1886.

Severally subscribed and sworn to before me.

WILLIAM W. FRENCH,
Justice of the Peace.

I declare and say that I was born in Maine, and am a citizen of the United States.

CALVIN COOK.

No. 75.

Mr. Woodbury to Mr. Bayard.

BOSTON, *May* 22, 1886. [Received May 24.]

SIR: In the matter of Mr. Lewis's statement of damages incurred by the seizure of the D. J. Adams, I yesterday transmitted some papers sent me from Gloucester, perhaps without as mature consideration as they should have received. Mr. Lewis's claim to the fish caught, as I take the law to be, is that of owner, but the law makes his ownership a trust to divide among the sharesmen their share of the net proceeds of the fish when received by him.

The master and crew appear, claiming their loss by the breaking up of the trip. This is their own adventure, and I must not be considered as their counsel in this matter, nor as in any way sanctioning their statement as to their citizenship, residence, &c. I have to-day from Gloucester the official fact that the custom-house at Digby have seized under the sections referred to in the telegram quoted in my last, together with a reference to sections which make this seizure for a $400-penalty a lien on the vessel.

I learn Mr. Meagher, the counsel of Mr. Lewis at Halifax, is in town, and hope to see him within a day or two for consultation, and will advise the Department of our views as to that; meanwhile we are hardly ripe for any step of reclamation.

I beg you to believe that Mr. Lewis and myself wish to conform in our action to the wishes and policy of the Department, and to rely on its generous efforts to protect his property.

I am, &c.,

CHAS. LEVI WOODBURY,
Counsel at Boston for Mr. Lewis.

No. 76.

Mr. Steele to Mr. Bayard.

GLOUCESTER, *May* 22, 1886. [Received May 24.]

SIR: Learning by telegraphic news that your consideration of the provincial seizures has been somewhat delayed by the want of documentary evidence, I inclose affidavits this morning received from Eastport relative to the schooner Jennie and Julia of that port. They were sent me by a reputable merchant. I am in no way interested in the vessel, nor do I know who are her owners. If there is any service which the members of the American Fishery Union or its officers can render that would be of use in your efforts to obtain redress from Canadian annoyances, they will very cheerfully be at your service.

I am, &c.,

GEO. STEELE,
President of the American Fishery Union.

[Inclosure No. 1.]

Statement of Capt. William H. Farris, master of schooner Jennie and Julia, of Eastport.

I, William H. Farris, master of the schooner Jennie and Julia, a vessel of the United States hailing from Eastport, Me., cleared from Eastport on 17th inst., taking out a register, crew list and all papers required for a foreign voyage. I left Eastport at about 4 o'clock, p. m., arriving at Digby, Nova Scotia, at about 10 o'clock of the forenoon of the 18th inst., dropping anchor in Digby Harbor. I immediately went ashore and reported to United States Consular Agent Stewart, and delivered all my papers to him. After looking over the papers Mr. Stewart informed me that he did not think he could do anything for me, except if my vessel was seized or cast away, he could send myself and crew home. He further said that he did not know whether he was reappointed under this new administration or not.

I then took my papers from the consul and went to the custom-house and found the door locked. Turning from the door I met the collector, Veits, and his son coming to the office. He asked if I was Captain Farris. I answered that I was. He said, "What are you here for—bait?" I answered, "I am here for fresh herring." He said, "You can't have any." I then asked him to look at my papers. He examined them and asked what I had this kind of a register for. I answered, "After stating to the collector at Eastport what I wanted to do, he gave me these papers as the proper ones." The collector, Mr. Veits, then said, "You can't buy fresh herring here for any purpose."

I said to him that I had two smoke-houses at home empty, and I would like to buy fresh herring to fill them up. He answered, "You cannot buy herring for any purpose."

I then said to him, "If I can't buy herring I will take my papers and go home"; and the collector said, "No; wait till afternoon and then I will let you know."

At about 3 o'clock I went to the custom-house again, when the collector told me that he had telegraphed to headquarters, but had received no answer.

About 7 o'clock p. m. the collector informed me that he could allow me to enter my vessel but could not give a clearance. I then said to him, "If I buy one barrel of fresh herring I am liable to seizure" and the collector answered, "Yes."

I then went on board my vessel and started for home.

W. H. FARRIS,
Master Schooner Jennie and Julia.

Subscribed and sworn to this 2d day of May, 1886.
Before me.
[L. S.]

GEORGE H. HAYES,
Notary Public.

[Inclosure No. 2.]

Statement of Arthur Farris, mate to the schooner Jennie and Julia.

The Jennie and Julia sailed from Eastport, May 17, for Digby, N. S., arriving there about 10 o'clock of the morning of the 18th. Immediately after dropping anchor, the captain went on shore. About half an hour after a steam tug came alongside, and a man on board, whom I afterwards learned was the collector of the port of Digby, took out a note-book and wrote something in it; then threw a line aboard, to which I paid no attention. He then asked, "What are you doing here?" I answered, "We are here to buy herring." He then asked me, if I did not know we were violating the law. I answered, "No, I think not." He then asked me if I did not know we were liable to seizure. I then told him that we were under register, and had cleared for Digby, to return to Eastport when we left Digby. He then asked if I was captain. I told him no, the captain had gone ashore to the custom-house. He then asked me what we were doing with fishing-gear on deck. I told him to ask the captain and he would tell him. The collector then said, "I warn you not to buy herring."

ARTHUR M. FARRIS.

Subscribed and sworn to before me this 20th day of May, 1886.

[L. S.]

GEORGE H. HAYES,
Notary Public.

I, George S. Farris, state that I am one of the crew of the schooner Jennie and Julia, and was present during the conversation between the collector of the port of Digby and the mate of the Jennie and Julia, and state that the foregoing affidavit of the mate is correct.

GEORGE S. FARRIS.

Subscribed and sworn to before me this 20th day of May, 1886.

[L. S.]

GEORGE H. HAYES,
Notary Public.

No. 77.

Mr. Bayard to Mr. Steele.

DEPARTMENT OF STATE,
Washington, May 26, 1886.

SIR: Your letter of the 22d instant has been received, and the affidavits sent in the matter of the application of the Jennie and Julia, of Eastport, Me., to purchase fresh herring at Digby, Nova Scotia, will be placed on file and duly considered in connection with the questions involved.

This Department will be at all times most willing to receive reports from citizens of the United States respecting any unusual treatment they may encounter abroad, and duly to investigate and endeavor to remedy any alleged diminution of their lawful rights.

I am, sir, &c.,

T. F. BAYARD.

GEORGE STEELE, Esq.,
President of the American Fishing Union,
Gloucester, Mass.

No. 78.

Mr. William H. Jordan to Mr. Bayard.

GLOUCESTER, MASS., *June* 4, 1886. [Received June 7.]

SIR: We see by recent dispatches from Halifax that the Canadian Government propose seizing schooner James A. Garfield whenever they have an opportunity, for having purchased bait and ice within their jurisdiction as they allege. The captain of the Garfield denies their charge of purchasing bait and ice, but that will make no difference about the seizure of the vessel, and if seized will be condemned whether guilty or not, judging from our past experience, as we had a vessel seized some years since (schooner A. I. Franklin) and condemned for alleged violation of their laws, and we had *absolute knowledge* that their charge was not correct in whole or in part. What we want to know is this: Can we be sustained by our Government in resisting capture to the best of our ability, where we are sure we have not violated their laws, and so instrnct our captains?

We have another case, occurring about four weeks ago. The captain of schooner Annie H. Jordan wished to purchase bait at St. Andrews, New Brunswick. He had a permit to touch and trade, but being afraid of trouble he anchored the vessel outside the three-mile limit and went ashore in a dory to enter vessel at custom-house. The collector refused to allow him to enter his vessel, and ordered him to leave forthwith, saying they would have nothing to do with his vessel.

Yours, respectfully,

WM. H. JORDAN,
Secretary American Fishing Union
(*Firm of Rowe & Jordan*).

No. 79.

Mr. Steele to Mr. Bayard.

GLOUCESTER, MASS., *June* 5, 1886. [Received June 7.]

SIR: I inclose the master of the schooner Alice M. Jordan's affidavit for your consideration.

Yours, truly, &c.,

GEO. STEELE,
President American Fishery Union.

[Inclosure No. 1.]

UNITED STATES OF AMERICA.
District of Massachusetts:

I, Alexander Hains, of Gloucester, State of Massachusetts, on my oath do say that I was master of the schooner Annie M. Jordan, enrolled and licensed at Gloucester, Mass, when she sailed on a fishing voyage for cod and halibut on the 26th day of April, A. D. 1886, and further say that before I sailed I applied at the custom-house for and received a permit to touch and trade at foreign ports during my said voyage.

I further say that on the 4th day of May, 1886, I arrived and anchored at St. Andrews, New Brunswick, in the Dominion of Canada, and went ashore to the custom-

house at that port, where I reported my arrival; applied to the collector, or person representing the collector, to enter my vessel for purposes of purchasing and exporting certain merchandise therein.

Said person refused to receive my papers and admit me to an entry, saying my papers were of no account. I asked why, and stated I had a permit to touch and trade from the United States authorities at Gloucester.

It was replied to me by said custom-house officer that it made no difference; my vessel had no business in these waters, and that she would be seized by the Canadian authorities if she was here when the cutter came into port. Being thus refused an entry, I returned to my vessel and left the port.

I arrived in Gloucester, Mass., May 28, 1886. I further say that damage to my voyage and loss has accrued to the owners of said vessel, Rowe & Jordan, of Gloucester, from the refusal to admit her to an entry, and I further say that I anchored in said port and reported in good faith for purpose of trade, under the belief that the laws of Great Britain gave to vessels of the United States all the privilege of trade and export from British North America which British vessels enjoyed.

ALEXANDER HAINS,
Master of Schooner Annie M. Jordan.

MASSACHUSETTS, *Essex, ss:*

JUNE 5, 1886.

Personally appeared Alexander Hains, and made oath to the truth of the above statement.

Before me.

[SEAL.]

AARON PARSONS,
Notary Public.

[Inclosure No. 2.]

Permit or license to touch and trade.

UNITED STATES OF AMERICA, DISTRICT OF GLOUCESTER,
Port of Gloucester, April 26, 1886.

Permission is hereby granted to A. Hains, master of the schooner named the Annie M. Jordan, of Gloucester, burden $91\frac{20}{100}$ tons, which schooner was licensed for carrying on the fishery by D. S. Presson, collector of the district of Gloucester, in the State of Massachusetts, on the 4th day of January, 1886, to touch and trade at any foreign port or place during her voyage presently to be made.

Given under my hand and seal the day and year above mentioned.

D. S. PRESSON,
Collector, Naval Officer.

Surrendered June 1, 1886.

No. 80.

Mr. Steele to Mr. Bayard..

GLOUCESTER, MASS., *June* 5, 1886. [Received June 7.]

SIR: I take the liberty to write to you in regard to the present relation of American fisheries with England and her provinces.

I first desire to call attention to the reciprocity treaty of 1854, during which the Government paid fisherman a bounty of $4 per ton, which was an assistance to us, and helped in part offset the remittance of duties on foreign fish during that period.

During the treaty of Washington, which expired by limitation, we received no bounty from our Government, that having been abolished in 1866, and we felt the effect of the second reciprocity treaty more than the one covering the years 1854 to 1866 inclusive.

We have no occasion to regret the action of the Government in allowing the treaty of Washington to expire by limitation, and we are also pleased at the action of the House of Representatives in granting the President the power to deny to foreign nations the same commercial rights denied us in their ports.

If it is the pleasure of the President to use that power, I think it would meet the approval of every person interested in the fishing business, both the property owner and the individual fisherman, but if this power to pass retaliatory measures the President does not see fit to use, we earnestly beg that the settlement of so important a matter will not be left with ministers or commissioners to arbitrate on our existing fishery rights or make new treaty definitions, because we have seen that diplomacy is untrained in commercial affairs, and incapable of appreciating the business and commercial effects following contracts concerning them, and we know that long or permanent contracts on such subjects are a mere gambling with interests where consequences can rarely be foreseen at the time they are made.

We have an invincible dread that in such negotiations in the future as in the past our interests would be sacrificed to Canadian interests.

We think the powers Congress has delegated to the President are enough for the protection of our right to trade with Canadian ports, if he use them with his usual firmness and sense of justice. Should he be reluctant to do this, still we do not desire to obtain privileges of trade by another treaty. We prefer to accept the present situation, even if more seizures and more exclusion from Canadian ports are practiced on our vessels touching there for trade. We had better lose twenty vessels or even fifty, than that we should enter into another such treaty with England.

We know full well that Canada would use any and all means, no matter how barbarous, to drive our Government into a reciprocity treaty again, and we think this is the object of her present conduct.

We thank you for furnishing counsel to look after the individual interests at the trial of these cases in the admiralty court at Halifax, as no individual ought to be compelled to bear the burden of cases of this nature in foreign courts.

I desire to bring to your attention that the mackerel fleet of the United States will sail from about the 15th of June to July 1, for the eastward; a few have already gone.

The Canadians have a fleet of cruisers as they say to guard their three-mile limit from the intrusion of our craft, but as we think to prey on our vessels without regard to the distance of three miles from the shores. Owners here instruct their masters to keep out of the three-mile limit in good faith. It is American property that is at risk and the American right on the high seas, outside of the three-mile question, that is to be guarded from encroachment.

The "men-of-war" of the United States should be at hand to protect our flag, our citizens and their property.

What are the spoils derived from the confiscation and dividing of the prey of half a dozen bait-buying smacks entering their ports, compared to the chances of capture among three to five hundred sail of mackerelmen who may lawfully fish within a fathom outside of the three-mile limit, and on whom Canadian law devolves the burden of proof, that where they lay was more than three miles? Whilst by the same law the seizure is primary proof that the prize was within the three-mile limit. If a hundred sail were in sight at the seizure, what means has the arrested master to ascertain their names to obtain their testimony

in a prize court? We are content to live by the three-mile limit honestly construed; but the Government should protect us in our lawful side of it, and secure to us an honest construction of the treaty clause.

This extract from a letter in the Boston Herald of June 4, 1886, written from Cape Breton, shows the animus of the provincials:

> Three American mackerel seiners passed through the straits this morning bound for North Bay. They will be closely watched by the Howlett and customs officers. The moiety on a seizure would amount to at least $2,000, and every person in authority on the coast lies awake nights thinking how he can make an arrest of some unlucky Yankee fisherman. If sufficient ground is given there is not a doubt but what seizures will be made, as the bounty is a very substantial incentive outside of the credit to be gained therefrom. Yankees will do well to be cautious and avoid "the appearance of evil."

If a duty of 1 cent per pound could be put upon fresh and salt fish the Canadians would stop their overt acts and be brought to a realizing sense of the commercial rights of nations, quicker than any other way.

The fact is Canada has nothing whatever that she can compensate us with, for the privilege of the markets of the United States free for her fish.

Canada is fighting from business motives and nothing more, and if she succeeds in bullying the United States into any agreement by which she can bring in her fish free, said fish untaxed and bounty-fed with fishing grounds in close proximity, while we are heavily taxed, it would not take more than ten or twelve years to wipe out the Atlantic fisheries.

As well to allow English men-of-war to enter our ports and destroy our vessels and other property, as for us to see the humiliating spectacle of our fishing industry passing under the control of the English flag, through the default of our Government, an industry that all other Governments afford ample protection.

My own personal experience as owner of twelve fishing vessels; an experience in this business, on this coast, in the Gulf of St. Lawrence, on the Newfoundland coast, and on the Grand and Western Banks, directly and indirectly since the year 1848, proves to me conclusively that in what I have here written I voice the sentiments of every man in the fishing business, whether owner or fisherman.

I am, respected sir, yours, very respectfully,

GEO. STEELE.

No. 81.

Mr. Bayard to Mr. Steele.

DEPARTMENT OF STATE,
Washington, June 7, 1886.

SIR: I have to-day received your letter dated the 5th instant, accompanied by the affidavit of the master of the fishing schooner Alice M. Jordan, of Gloucester Mass., alleging the refusal by the collector of customs at the port of St. Andrews, New Brunswick, to allow the entry of said vessel, duly documented as a fishing vessel, with permission to touch and trade at any foreign port or place during her voyage, the object of such entry, as stated by the master of the schooner, being the purchase of certain merchandise.

Although not disclosed by the affidavits, I suppose the merchandise in question was fresh fish for use as bait in deep-sea fishing.

I have made instant representation, accompanied by earnest protest, to the British minister at this capital, of this unlawful withholding of commercial rights from an American vessel and her owners, and of the loss and damage thereby sustained, for which, as I have informed him, the Government of Great Britain will be held responsible.

I have, &c.,

T. F. BAYARD.

GEORGE STEELE, Esq., *Gloucester, Mass.*

No. 82.

Mr. Bayard to Mr. Steele.

DEPARTMENT OF STATE,
Washington, June 8, 1886.

SIR: I have received your letter of June 5, giving at length your views upon the present "relation of American fisheries with England and her provinces."

Your discussion of the situation is comprehensive, and will receive due consideration.

The chief remedy you propose—the levy of a tariff duty of 1 cent per pound upon fresh and salt fish—is, of course, solely for the consideration of Congress.

The object and earnest endeavor of the Executive will be to secure American citizens the full enjoyment of all the rights under treaties and law without molestation, and no effort to that end has been or will be lacking on the part of those charged with the administration of the laws.

I am, &c.,

T. F. BAYARD.

GEORGE STEELE, Esq., *Gloucester, Mass.*

No. 83.

Mr. Bayard to Mr. Jordan.

DEPARTMENT OF STATE,
Washington, June 8, 1886.

SIR: Your letter of the 4th instant was received yesterday, and that portion of it which relates to the refusal of the collector of the port of St. Andrews, New Brunswick, to sell bait to the captain of the Annie H. Jordan has already been made the subject of a letter from this Department to George Steele, esq., president of the American Fishery Union, of which you sign yourself the secretary.

It is impossible to meet all the rumors of proposed unfriendly action by the Canadian authorities towards the fishing vessels of the United States. Each case will be properly treated as it actually occurs.

But it is very clear that as the United States expect and require implicit obedience to their own laws within their jurisdiction, and severely reprehend and punish forcible resistance by individuals to their execu-

tion, in like manner they expect their citizens and counsel them, when within foreign jurisdiction, to obey strictly the laws and regulations there in force, and to abstain from any resort to force as a remedy for supposed injustice or irregularity.

It is the purpose and intention of those charged with the execution of the law of the United States to see that law-abiding American citizens are secure in the enjoyment of their rights everywhere on land and sea, and when such rights are invaded under public authority to obtain redress.

I am, &c.,

T. F. BAYARD.

WILLIAM H. JORDAN, Esq.,
Secretary of the American Fishery Union, Gloucester, Mass.

No. 84.

Capt. Jesse Lewis to Mr. Bayard.

GLOUCESTER, *June* 26, 1886. [Received June 28.]

DEAR SIR: I write for information as regards the seizure of my vessel, the schooner David J. Adams, by Canadians. What I want to know is what is to be done, whether my vessel is condemned as my loss, or if there is any way that we could demand a trial to see just what the consequences will be, or why I cannot bond my vessel as I want here to use. I am a poor man, and that vessel is my only support. Now, I think it is injustice to me as matters now stand. Please answer this letter soon, as I want something done about it.

Yours, very respectfully,

JESSE LEWIS.

No. 85.

Mr. Bayard to Capt. Jesse Lewis.

DEPARTMENT OF STATE,
Washington, June 30, 1886.

SIR: I have your letter dated the 26th instant, stating the severe loss to you occasioned by the summary seizure by the Canadian authorities, in Annapolis Basin, Nova Scotia, of your fishing schooner, the David J. Adams, which, as you say, is all the property you possess, and constitutes your "only support."

It is proper that I should inform you that the demand was made upon the Government of Great Britain for the release of the vessel, coupled with a notification that that Government would be held answerable for all loss and damage caused by her seizure and detention.

Your case commands my sincere sympathy, and ever since it was brought to my knowledge has had the constant consideration of this Department and of the consular officers of the United States in the Dominion of Canada.

Mr. William L. Putnam, of Portland, Me., in conjunction with Mr. George W. Biddle, of Philadelphia, has been engaged by this Government as its counsel in respect of its rights and duties which may be brought in question by reason of the seizure of your vessel.

If you will communicate with Mr. Putnam he will no doubt give you all information in his power in relation to the laws under which your property was so seized, and suggest what steps should be taken to protect your private interest in the premises.

Moreover, I suggest that you should carefully secure evidence of all the facts connected with the presence of your vessel in Annapolis Basin, and of the absence of any unlawful act or intent on the part of her master, crew, or owner, as well as proof of the actual loss and injury sustained by you by reason of this harsh, and, as I believe, wholly unwarranted action by the Canadian officials; such evidence to be obtained and preserved as the basis of claims for your remuneration.

More than one year ago I sought to protect our citizens engaged in fishing from the results which might attend any possible misunderstanding between the Governments of Great Britain and the United States as to the measure of their mutual rights and privileges in the territorial waters of British North America, after the termination of the fishery articles of the treaty of Washington in June last.

It seemed to me then and seems to me now very hard that differences of opinion between the two Governments should cause loss to the honest citizens whose line of obedience might be thus rendered vague and uncertain, and their property be brought into jeopardy.

Influenced by this feeling, I procured a temporary arrangement which secured our fishermen full enjoyment of all the Canadian fisheries, free from molestation during a period which would permit discussion of a just international settlement of the whole fishery question. But other counsels prevailed, and my efforts further to protect the fishermen from such trouble as you now suffer were unavailing.

To secure for them full protection in the enjoyment of all their just rights and privileges is still my earnest intent and object, and for all losses to which they may be unlawfully subjected at the hands of the authorities of foreign Governments I shall seek and expect to obtain full redress.

I regret exceedingly the disturbance in their long-customary pursuits and the serious loss and inconvenience attendant upon a disputed construction of laws and treaties by two separate Governments; and I trust that I shall soon be enabled to secure such a clear and comprehensive declaration of agreement between those charged with the administration of the two Governments as will define the line of their rights and secure from molestation those American fishermen who, obeying the injunctions of their Government respecting subordination to the laws of foreign Governments, keep within the laws of their own country.

Reparation for all losses, unlawfully caused by foreign authority, will be made the subject of international presentation and demand.

I am, &c.,

T. F. BAYARD.

Capt. JESSE LEWIS,
Owner of the Schooner David J. Adams, Gloucester, Mass.

No. 86.

Mr. Willard to Mr. Bayard.

[Telegram.]

PORTLAND, ME., *July* 3, 1886. [Received July 4.]

We have received the following dispatch from Shelburne, Nova Scotia, to-day, viz:

Cushing boarded last night 8 miles from custom-house. Brought here seized to-day. Charge, seeking bait and not reporting at custom-house. Have not bought anything. Wire instructions.

C. B. JEWETT.

She left here last Tuesday with the understanding you had settled the right of our vessels to buy bait. How long are we to be tormented in this kind of style? If it is to continue long we should prefer to haul our vessels up. It seems to us about time the President issued his non-intercourse proclamation and settled this thing one way or the other.

Please instruct us what to do under the circumstances, as she is a valuable vessel.

E. G. WILLARD.

No. 87.

Messrs. Cushing and McKenney to Mr. Bayard.

[Telegram.]

PORTLAND, ME., *July* 3, 1886. [Received July —.]

Our schooner City Point seized in Shelburne, Nova Scotia, for taking in water and allowing men ashore before reporting. Please give instructions.

CUSHING & McKENNEY.

No. 88.

Mr. Woodbury to Mr. Bayard.

BOSTON, *July* 7, 1886. [Received July 10.]

SIR: I forward twelve affidavits of respectable fishermen of Gloucester laying the foundation to show that the Canadian authorities have this year, without notice, radically reversed their administration of laws toward American bait buyers and others. That thereby some of our fishermen have been entrapped and seized is well known to you. I retain a duplicate set, for use in case a suit is brought for a penalty of $400 against an assumed master of the D. J. Adams, which the customs authorities allege has been incurred.

I have sent these in the expectation that, in the varying phases these Canadian assaults on our commerce assume, these facts may be useful to the Department, if not in the matter of the D. J. Adams.

I have, &c.,

CHAS. LEVI WOODBURY.

[Inclosure No. 1.]

I, Frank Foster, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last fifteen years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Shelburne, Digby, Grand Manan, Bliss Island, Argyle; and further says not.

[L. S.] FRANK FOSTER.

AARON PARSONS,
Notary Public

[Inclosure No. 2.]

I, Zebulon Tarr, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last thirty-one years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Canso, Cape North Bay, St. Anne, Margaree; and further says not.

[L. S.] ZEBULON TARR.

AARON PARSONS,
Notary Public.

[Inclosure No. 3.]

I, John Collins, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last thirty-seven years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Canso, Georgetown, Yarmouth, Digby, Cape Negro, Tusket Island, Scatari, Sydney, Louisburg, White Head; and further says not.

[L. S.] JOHN COLLINS.

AARON PARSONS,
Notary Public.

[Inclosure No. 4.]

I, Jesse Lewis, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in course of my calling during the last forty-five years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coasts for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Yarmouth, Cape Negro, Halifax,

Shelburne, Liscomb, Country Harbor, White Head, Canso, La Have, Liverpool, Ransberry Harbor, Souris, Georgetown, Charlottetown, Manepeck; and further says not.

[L. S.] JESSE LEWIS.

AARON PARSONS,
Notary Public.

[Inclosure No. 5.]

I, George H. Martin, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last 23 years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring withing the three-mile limits of the coast for such purposes was required to report at the nearest custom-house or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Digby, Brier Island, Tusket Island, Pubnico, Barrington, John's Island, Shelburne, Liverpool, Margaret Bay, Dover, Prospect, Cat's Harbor, Isaac's Harbor, Liscomb, White Haven, Cape Canso, St. Peter's Bay, Louisburg, Judique, Sydney, St. Anne's Bay; and further says not.

[L. S.] GEO. H. MARTIN,

AARON PARSONS,
Notary Public.

[Inclosure No. 6.]

I, James T. Simpson, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last fourteen years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Digby, Campobello Island, St. Andrews, Bliss Island, Grand Manan, Beaver Island, St. Mary's Bay, Yarmouth, Cape Negro, Shelburne, Cape La Have, Sambro, White Head, Canso, St. Peter's Bay, Arichat, Louisburg, Sydney, St. Anne's Bay, Port Hood; and further says not.

[L. S.] JAMES T. SIMPSON.

AARON PARSONS,
Notary Public.

[Inclosure No. 7.]

I, Simeon McLoud, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last fourteen years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Wood Harbor, Green Cove, John's Island, Rayton's Island; and further says not.

[L. S.] SIMEON McLOUD.

AARON PARSONS,
Notary Public.

[Inclosure No. 8.]

I, Nathaniel P. Smith, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last thirty-five years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Digby, Brier Island, St. Andrews, Campobello Island, St. John, New Brunswick, Weymouth, Yarmouth, Argyle, Pubnico, Barrington, Gaspe, Cape Negro, Shelburne, Liverpool, Dover Harbor, Lunenburg, La Have, Prospect, Sambro, Halifax, Beaver Harbor, Country Harbor, White Head, Canso, Sydney, Arichat, Louisburg, Charlottetown, Georgetown, Souris, Cascumpec, Port Daniel, Ship Harbor; and further says not.

[L. S.] NATHANIEL P. SMITH.

AARON PARSONS,
Notary Public.

(Inclosure No. 9.)

I, Thomas Jones, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last fourteen years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Digby, Brier Island, Campobello Island, St. Andrews, Beaver Harbor, Bliss Island, Head Harbor, Yarmouth, St. Mary's Bay, Grand Manan, Cape Negro, Shelburne, Liverpool, Dover, Halifax, Canso, Sydney, Jeddore Harbor, Ship Harbor, Louisburg, Georgetown, Souris, Chaleur Bay; and further says not.

[L. S.] THOMAS JONES.

AARON PARSONS,
Notary Public.

[Inclosure No. 10.]

I, Scott Geyer, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last twenty-five years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: Grand Manan, Head Harbor, Campobello Island, Beaver Harbor, Digby, Bliss Island, Brier Island, Barrington, Cape Negro, Prospect, Cape Canso, Gut of Canso, White Head, Halifax, Liverpool, Shelburne, Georgetown, Souris, Charlottetown, Malpeque, Chaleur Bay; and further says not.

[L. S.] SCOTT GEYER.

AARON PARSONS,
Notary Public.

[Inclosure No. 11.]

I, Edward Cantillion, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last thirteen years have entered many places and ports of Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the followlng places on that coast, viz: Grand Manan Island, Digby, Brier Island, St. Mary's Bay, Green Cove, Yarmouth, Shelburne, Liverpool, Cole Harbor, Dover, Arichat, Canso, Bedeque, St. Anns, Sydney; and further says not.

[L. S.] EDWARD CANTILLION,
Schooner Sylvester.

AARON PARSONS,
Notary Public.

[Inclosure No. 12.]

I, Jeffrey F. Gerroir, of Gloucester, Commonwealth of Massachusetts, in the United States of America, on my oath do say I am a fisherman, and in the course of my calling during the last fourteen years have entered many places and ports in Nova Scotia for the purpose of buying bait to be used by the vessel I was on in the deep-sea fishery.

I further say we were always freely allowed to purchase what bait we wanted, and before this year I never heard of or knew an instance where such vessel lying to or anchoring within the three-mile limits of the coast for such purpose was required to report at the nearest custom-house, or to make entry there, or was warned off. I have been in at the following places on that coast, viz: St. Andrews, New Brunswick; St. John, New Brunswick; Digby, Yarmouth, Barrington, Shelburne, Liverpool, La Have, Lunenburg, Halifax, Dover, Arichat, Canso, Bedeque, St. Anne, Sydney, Port Hood, Louisburg, Charlottetown, Souris, Georgetown; and further says not.

[L. S.] JEFFREY F. GERROIR.

AARON PARSONS,
Notary Public.

No. 89.

Mr. Willard to Mr. Bayard.

PORTLAND, ME.,
July 7, 1886. [Received July 9, 1886.]

DEAR SIR: We wired you the particulars of the seizure of our schooner George W. Cushing by the Canadian authorities. As yet we have no reply to our question as to what we should do in the matter. We suppose, however, that you are giving it the consideration that it deserves, and that we shall hear from you when you have reached a satisfactory conclusion.

This vessel we kept tied to the wharf three weeks, and only allowed her to go after we understood you had arranged matters and that our vessels could have all the privileges that we accorded to theirs. It seems that everybody here so understood it, and this is the cause of so many of our vessels calling at Nova Scotia ports for a week past. They notify us that we can have the vessel by the payment of a fine amounting to about $600, and that she is not held for a violation of the treaty of 1818, but for violation of customs regulations. This is plainly only a pretext, as they forbid our vessels the privilege of entering and purchasing supplies, as we understand their law, by the reading, it applies to vessels in the coasting trade, but if it applied to fishermen there has been only a technical violation, and where it can be plainly shown that there was no intent to evade the laws they ought to release the vessel, as our Government did in the case of the schooner Sisters, which was held for gross ignorance on the part of the skipper. The captain of this

vessel has been getting bait and ice in their ports for thirty years, and until the present has never seen the inside of a custom house. Their vessels have always entered our ports and sold fresh fish, got supplies, and enjoyed privileges that even our own vessels have not enjoyed, but it seems that they are determined to harass our fishing vessels in hopes to drive us into letting them have our markets free, which, with the bounties they enjoy from the money our Government paid, they can destroy the business in New England and get a complete monopoly. We claim that it is not an actual necessity for our vessels to procure bait and ice in their ports, but it is more convenient, as it is nearer the fishing grounds. Only such vessels engaged in the halibut fishery ever get bait there. The cod-fishermen take salt bait from here, and besides we furnish their cod-fishermen in the spring with thousands of barrels of salt clams.

While we think that these are matters which require time and caution, we do not think there is a nation on earth that would have stood the petty bulldozing that this Government has for the last twenty years, and we are of the opinion that this matter requires more than ordinary attention and haste, for there may be a rupture at any time that might involve the Government far more than it could by pursuing a vigorous policy. Our fishermen are getting into a bad frame of mind, and men like these, used to hardship and peril, might not hesitate to do most anything. Of course we deprecate any such measures, but they are not wholly within our control.

Everybody's opinion is entitled to some weight, and we venture to give ours as to the best course to pursue.

We think that your Department ought to telegraph the Dominion Government that, inasmuch as the vessels seized have been guilty of only a technical violation of customs laws, that they ought to release the vessels on the same terms that our Government has always released theirs. If they refuse to do this, then the President, with the power given him by Congress, should give them notice that he should immediately issue his proclamation, declaring non-intercourse in all matters pertaining to the fisheries, and that from the 1st day of August no fish from the provinces can be landed in the United States and none exported from here thence, such decree to remain in force six months, unless sooner revoked.

The effect of this would be to bring them to terms very quick, as they are almost wholly dependent upon our market for the disposition of their fish, and without this privilege Nova Scotia is almost helpless.

For the honor of the old Democratic party something must be done. Three-quarters of the people engaged in this business are Democrats, and they have been made so by the actions of the Republicans in the past. We understand that there are those that would manufacture political capital out of this matter, but it is too serious a thing, and they can easily be handicapped by vigorous action in this matter by your Department.

As a faithful defender of the faith these many years, we pray that we may see one of the ends for which we have fought brought to a successful issue.

Please do not leave this important matter to assistants, and you will greatly oblige if you will let us know what we have to expect, and if we have any rights which Canada is bound to respect.

This is a private letter and is not given to the papers for publication, and if you will give us a reply in full we will treat it as confidential.

Yours respectfully, &c.,

E. G. WILLARD.

No. 90.

Mr. Bayard to Mr. Willard.

DEPARTMENT OF STATE,
Washington, July 9, 1886.

SIR: Your telegram of the 3d, and your letter of the 7th instant, stating the seizure at Shelburne, Nova Scotia, by the local authorities of that port, of the schooner George W. Cushing, were duly received.

Before the receipt of either, news of this seizure had been received by this Department and instant instructions had been sent to the consul-general at Halifax to proceed to Shelburne and obtain full knowledge of all the facts and make full report to this Department of the cause of such seizure, and the nature of the complaint upon which such proceeding were founded.

In the absence of such authentic information it is impossible for this Department to take any action, or to give you advice.

As the contents of your telegram and letter disclose, you are well aware that questions are now pending between this Government and that of Great Britain in relation to the just definition of the rights of American fishing vessels in the territorial waters of British North America.

I shall relax no effort to arrive at a satisfactory solution of the difficulty, and in the mean time it is the duty and manifest interest of all American citizens entering Canadian jurisdiction to ascertain and obey the laws and regulations there in force.

For all unlawful deprivation of property or commercial rights this Government will expect to procure due redress and compensation for the innocent sufferers.

Very respectfully, yours,

T. F. BAYARD.

No. 91.

Hon. Mr. Boutelle to Mr. Bayard.

[Telegram.]

HOUSE OF REPRESENTATIVES,
July 10, 1886.

I have just received a dispatch from Eastport, Me., stating that American boats after herring for sardines at St. Andrews, New Brunswick, were driven away last night by the Dominion cruiser Middleton, and it is announced that no American boats will be allowed to take herring for any purpose. I earnestly invoke the immediate attention of the Department to this matter.

C. A. BOUTELLE.

No. 92.

Mr. Bayard to Hon. Mr. Boutelle.

DEPARTMENT OF STATE,
July 10, 1886.

DEAR SIR: I have just received your telegram of this date, stating that you had a dispatch from Eastport, Me., that American boats after herring for sardines at St. Andrews, New Brunswick, were driven away by the Dominion cruiser Middleton, with the announcement that no American boats will be allowed to take herring for any purpose.

And to this you invoke the immediate attention of this Department.

On the 2d of June last you called at this Department in company with Senator Hale, of Maine, and then drew my attention to a similar threat of interference with the purchase of small herring for canning as sardines from the Canadian weirs.

On the same day I made representation of the alleged threats to the British minister at this capital, and drew his attention to the alleged violation of lawful commercial intercourse between British subjects in Canada and the citizens of the United States.

I was in hopes that further interference with a recognized and legitimate trade would be prevented, but will again address the British minister on the subject.

It will assist materially in all such cases of alleged violation of commercial rights, if accurate and full statements of all the facts in each case are procured and forwarded to this Department accompanied by affidavits.

A great deal of loose rumor and sensational statement would be thus disposed of, and a tangible basis be laid for claim for compensation by the injured parties.

I have, &c.,

T. F. BAYARD.

No. 93.

Mr. Bayard to Mr. Woodbury.

DEPARTMENT OF STATE,
Washington, July 13, 1886.

SIR: Your letter dated July 7, with twelve affidavits of Gloucester fishermen alleging their long-continued custom of purchasing bait in places and ports in Nova Scotia to be used in deep-sea fishing, has been received, and shall be placed on file for future reference in connection with claims for compensation, growing out of the unlawful prevention of this usage by the Canadian authorities.

I am, &c.,

T. F. BAYARD.

No. 94.

Hon. Mr. Boutelle to Mr. Bayard.

HOUSE OF REPRESENTATIVES,
Washington, July 14, 1886. [Received July 5.]

SIR: Acknowledging receipt of your letter of 13th instant, stating that the view presented by me will receive due consideration, I beg to inclose herewith the affidavit of Stephen R. Balkam, of Eastport, setting forth the facts of the refusal of the commander of the cruiser Middleton to permit him to purchase herring at St. Andrews, New Brunswick, on Friday, July 9, 1886, as referred to in the telegram forwarded by me to the Department on the 10th instant.

I am, &c.,

C. A. BOUTELLE.

[Inclosure.]

I, Stephen R. Balkam, of Eastport, in the county of Washington, State of Maine, on oath declare that on Friday morning, July 9, 1886, I was at St. Andrews, N. B. My business was to procure herring for canning. I am employed by Hiram Blanchard & Son. The Dominion cruiser Middleton was at anchor near the beacon at St. Andrews. A boat from the Middleton, commanded by Capt. William Kent, came alongside of my boat and asked if my boat was American, and where my boat was owned. I replied that the boat was owned at Eastport, Me. He then said I could not take any herring, and if I took any would be liable to be seized. He told me if I wished to get herring I must get an English boat; that I could not get herring with an American boat. It had been my practice to buy the herring of men who caught them in seines, they delivering the herring in the gunwale of my boat. On the day the Middleton drove me away I was paying $10 per hogshead for the herring. The men of whom I bought them were Dominion fishermen. The captain of the Middleton then left me and went to other American boats and ordered them away. They left without having procured any fish. I took an English boat in tow that had taken fish from the seine, towed her into American waters, then took her fish, and came to Eastport.

STEPHEN R. BALKAM.

Sworn and subscribed before me this 12th day of July, 1886.

N. B. NUTT,
Justice of the Peace.

No. 95.

Mr. Bayard to Hon. C. A. Boutelle.

DEPARTMENT OF STATE,
Washington, July 15, 1886.

SIR: I have your letter dated yesterday enclosing the affidavit of Stephen R. Balkam, relating the circumstances of his being ordered away from St. Andrews, New Brunswick, by the Dominion cruiser Middleton, Captain Kent, in July 9th instant, and the refusal by Captain Kent to allow the deponent to purchase fish caught and sold by Canadians for canning.

The affidavit shall be placed on file for reference.

Yours, &c.,

T. F. BAYARD.

No. 96.

Mr. Woodbury to Mr. Bayard.

BOSTON, *July* 28, 1886. [Received July 29.]

SIR: I have the honor to enclose for your consideration the affidavit of James McDonald, master of the schooner Thomas F. Bayard, who has been illegally driven from the waters of Bonne Bay, on the northwest coast of Newfoundland, in direct violation of the treaty of 1818.

In this connection I would refer you to the fact that the British Government have twice declined to ratify laws of Newfoundland prohibiting the sale of bait (see Executive Document No. 84, Forty-sixth Congress, second session, House of Representatives, pp. 106–7): once when the Duke of Newcastle was minister, and again when Sir M. Hicks Beach was colonial secretary, in 1878. In 1885 I wrote to our minister at London requesting him to ascertain at the colonial office whether since 1878 any law of Newfoundland prohibiting the sale of bait to foreigners had been approved, and the reply furnished him was, none had been. This is the only instance of the kind from Newfoundland that has come to my knowledge. Captain McDonald sails to morrow, but proof of his loss will be made up and transmitted to the Department.

I forwarded some time since some evidence as to the collector at Magdalen Islands denying treaty rights to our vessels. I inclose the affidavit of A. McEachern, master of the schooner Mascot, that he was denied at Fort Amherst, June 10th, any privilege except wood and water, and also threatened with seizure even if he should take a pilot! The Magdalen Islands, like the west coast of Newfoundland, are by treaty particularly stated to be places where the common rights of fishery on land or sea are to be enjoyed by both parties to the treaty.

I am, &c.,

CHAS. LEVI WOODBURY.

[Inclosures.]

1. Captain McDonald to Mr. Bayard. Gloucester, Mass., July 28, 1886. (Printed herewith.)
2. Sworn statement of Captain McDonald, dated July 28, 1886. (Printed as inclosure No. 1 to Mr. Phelps's note of September 11 to Lord Iddesleigh. See *ante*, No. 66, p. 147.)
3. Sworn statement of Alexander MacEachern, dated July 27, 1886. (*Ibid.* See *ante*, No. 66, p. 147.)

[Inclosure 1.]

Captain James McDonald to Mr. Bayard.

GLOUCESTER, *July* 28, 1886.

SIR: The schooner Thomas F. Bayard, of Gloucester, of which I am master and part owner, sailed from Gloucester June 22 on a trip after halibut, with license and trade permit. My supply of bait becoming exhausted, I entered the port of Bonne Bay, on the northwest coast of Newfoundland, for the purpose of procuring a supply of bait on July 12. Directly on anchoring, I reported at the custom-house to the collector and stated my object was to buy bait. Mr. Taylor, the collector of the port, immediately served upon me a notice, which I transmit herewith, to the effect that the presence of my vessel in the port was in violation of the articles of the convention

of 1818, and also warned me not to buy bait. Having a copy of the Ottawa circular of March 5, 1886, with me, I produced it and read to the collector the treaty clause 2 there printed, and argued with him that I had the treaty right to come in here. His reply was, in substance, that he must perform his duty and prevent me from buying bait. I returned to my vessel, and, fearing I should be seized if I bought bait or fished in the three-mile limit or remained, I sailed for home, and arrived at Gloucester July 26, my voyage being broken up, and having a small fare. I left one of the best chances to obtain a large fare of fish, that were very plentiful in the vicinity of the port. I estimate the losses of the vessel and crew at $4,000, roughly.

I thought it proper to lay this matter before you that, if I had the right to fish on that coast, I might procure recompense and damages for the injury done my voyage.

I am, &c.,

JAMES McDONALD,
Master.

No. 97.

Mr. Bayard to Mr. Woodbury.

DEPARTMENT OF STATE,
Washington, July 30, 1886.

SIR: I beg to acknowledge your letter dated July 28, accompanied by the affidavit of Captain McDonald, of the schooner T. F. Bayard, and the notice given him at Bonne Bay, Newfoundland, and also the affidavit of Capt. Alexander McEachern, of the schooner Mascot.

These infractions of the rights of American citizens intended to be secured under the convention of 1818, have been duly brought to the notice of the British minister at this capital, and I have also sent copies of these papers to the United States minister at London, with instructions that the contents of the same be made known to the foreign office in order to prevent any further violation of the rights of our citizens, and that notice be given of the claim hereafter upon the Government of Great Britain for all loss and damage to the vessels in question and their owners, when the same shall have been ascertained, by reason of this unlawful action on the part of the authorities of Newfoundland and Magdalen Islands.

I am, &c.,

T. F. BAYARD.

No. 98.

Mr. Woodbury to Mr. Bayard.

BOSTON, *July* 30, 1886. [Received July 31.]

SIR: Herewith is transmitted the affidavit of the crew of the schooner Thomas F. Bayard, relative to her having been forced to abandon her fishing voyage on the northwest coast of Newfoundland, and return home, in consequence of a warning that she would be seized by the shore authorities if she fished or bought bait within the three-mile limit, which has been transmitted to the Department. My information is that the schooner has sailed on another trip.

I am, &c.,

CHAS. LEVI WOODBURY.

[Inclosure.]

Affidavit of captain and crew of schooner Thomas F. Bayard.

COMMONWEALTH OF MASSACHUSETTS, *Essex, ss:*

GLOUCESTER, *July* 29, 1886.

We, the undersigned, on oath declare and say that we were members of the crew of the schooner Thomas F. Bayard, of the the port of Gloucester, on the trip that commenced June 15, 1886, and ended July 19. We entered Port Mulgrave, and were informed that we had a right to fish in the northwest coast of Newfoundland. We entered Bonne Bay July 12, and were forbid to buy bait or to fish, and returned home with but a small part of a fare. The fishermen at Bonne Bay were anxious to sell bait to us if we could buy. We know the fish were there, and if we had been allowed to buy bait and to fish should have procured a full fare.

ALEX. MCDONALD.
JAMES LANGLEY.
DAVID CAMPBELL.
his
MILTON + ATKINS.
mark.
his
JOHN + MCNEIL.
mark.
JOHN MCEACHERN.
ANGUS MCDONALD.
PETER MCALPIN.
EUGENE NICKERSON.
WILLIAM ATKINSON.
his
WILLIAM + DE CORTE.
mark.
his
DANIEL + MCCORMICK.
mark.

COMMONWEALTH OF MASSACHUSETTS, *Essex, ss:*

GLOUCESTER, *July* 29, 1886.

Personally appeared the above-named Alexander McDonald, Angus McDonald, James Langley, Peter McAlpin, Daniel Campbell, Eugene Nickerson, Milton Atkins, William Atkinson, John McNeil, William De Corte, John McEachern, and Daniel McCormick, and on oath declared the above statement by them subscribed to be true.

[L. S.]

AARON PARSONS,
Notary Public.

No. 99.

Mr. Bayard to Mr. Woodbury.

DEPARTMENT OF STATE,
Washington, July 31, 1886.

SIR: I beg to acknowledge your letter of yesterday accompanied by the affidavit of Alexander McDonald and eleven others, members of the crew of the schooner Thomas F. Bayard, of Gloucester, stating the refusal of the local officials at Bonne Bay, Newfoundland, to permit fishing or the purchase of bait on that coast.

The subject to which this paper relates received due attention yesterday, as you were advised.

I am, &c.,

T. F. BAYARD.

No. 100.

Mr. Presson to Mr. Bayard.

COLLECTOR'S OFFICE,
Gloucester, Mass., August 9, 1886. [Received August 11.]

SIR: I am requested to forward the inclosed affidavit of Capt. Daniel McDonald of schooner Hereward, of Gloucester, in regard to his detention at Cape Canso, Nova Scotia, July 2.

Very respectfully, &c.,

D. S. PRESSON,
Collector.

[Inclosure.]

Affidavit of Captain McDonald, of the schooner Hereward.

GLOUCESTER, *August* 6, 1886.

I, Daniel McDonald, master of American schooner Hereward, of Gloucester, dc depose and say: That I went into Cape Canso, N. S., with my vessel, on the afternoon of July 2, and went to the custom-house and reported. One of my crew went on shore without authority and failed to return at night; some of the crew thought he had deserted and engaged another man to take his place (all without any authority from me), but he returned the next morning.

The next morning the collector, Mr. Young, came on board and demanded my papers (charging me with shipping a man). I gave them to him, and he kept them until 10.30 o'clock that eve, when he returned them to me. As I was all ready to sail that morning, it detained the vessel two (2) days in that port, as the next day was Sunday.

DANIEL M'DONALD.

MASSACHUSETTS, *Essex, ss:*

AUGUST 6, 1886.

Personally appeared D. McDonald, and made oath to the above.
Before me.

[L. S.] AARON PARSONS,
Notary Public.

No. 101.

Mr. Presson to Mr. Bayard.

CUSTOM-HOUSE, GLOUCESTER, MASS.,
Collector's Office, August 10, 1886. [Received August 11.]

SIR: In reply to your telegram of 5th instant I inclose affidavits of Captain Cunningham, of schooner Rattler, and his passenger and crew, in relation to their treatment at Shelburne, Nova Scotia, on going in there for shelter on 3d instant.

Very respectfully, &c.,

D. S. PRESSON,
Collector.

[Inclosure.]

Affidavit of Captain Cunningham, of the schooner Rattler.

I, Augustus F. Cunningham, master of the schooner Rattler, of Gloucester, being duly sworn, do depose and say: That on Thursday, July 8, 1886, we sailed from Gloucester on a mackerel cruise. On Tuesday August 3d (having secured a fare of mackerel and while on on our passage home), at 7 p. m., the wind blowing hard, the sea being rough, and our vessel being deeply loaded, with two large seine-boats on deck, we put into the harbor of Shelburne, N. S., for shelter. Just inside of the harbor we were brought to by a gun fired from the Canadian cruiser Terror, Captain Quigley, and came to anchor.

Immediately a boat from the Terror came alongside and its commander, Lieutenant Bennett, asked why we were in the harbor. My reply was, "For shelter." Then taking the name of our vessel, names of owner and captain, where from, where bound, and how many fish we had, and forbidding any of the crew to go on shore, he returned to the Terror for further instructions.

Boarding us again, after a lapse of perhaps forty-five minutes, he put two armed men on board of us, asked for our crew-list, and said if I remained until morning I must enter at the custom-house, but if I could sail in the night to tell his men to fire a revolver and a boat would be sent to take them off. At 12 o'clock that night, preferring to risk the dangers of the sea to the danger of seizure, I ordered the anchor hove short,

the mainsail hoisted preparatory to sailing, and told one of the Terror's men to fire a revolver, which he did.

Receiving no reply, and seeing no signs of life on board the Terror, I ordered the revolver to be fired again. This brought a boat from the Terror, commanded by First Lieutenant Bennett, who boarded my schooner, gave each of the two men on board an extra revolver, and told me the orders of Captain Quigley were, that I should not leave the port until I had reported to the customs officer at Shelburne. Upon receipt of these orders I payed out the chain and lowered the mainsail. The boat went back to the Terror and immediately returned with Captain Quigley on board.

He denied the permission given me by his first officer to sail in the night and ordered me to go to Shelburne and enter and clear at the custom-house there.

I asked him how I should go, as we were 8 miles distant from the custom-house. His reply was, "I don't care, sir, how you go; but you must go there; and on your return show your clearance to me or suffer the consequences." He told me my vessel was in charge of his two men, and to them he gave these orders:

"Gunner, you will allow the captain to proceed to Shelburne with the vessel, come to anchor, take his dory and two men, no more, and go on shore to enter. Allow them to bring nothing off in their dory; and if a man puts his hand on the wheel to go to sea, chop his arm off or shoot him, as the case may require."

I asked him if the law was not very strict that did not allow a vessel arriving at night after office hours to proceed before daylight, and why the law was enforced. He replied, it was to prove that Canadian harbors were a benefit to American fishermen.

At daylight we got under way and started for Shelburne, and Lieutenant Bennett and four more armed men came on board. We arrived at Shelburne about 4.30 o'clock a. m. I went on shore with Lieutenant Bennett and his boat's crew, woke up Collector Atwood, who, after inquiring of the lieutenant if there were any charges against me, entered and cleared the vessel.

On my return to the vessel the lieutenant requested me to exhibit my clearance, which I did, and we were then allowed to depart. I would state that when we first entered the harbor of Shelburne a Canadian vessel entered just ahead of us, and she was unmolested, sailing at her pleasure during the night, which showed plainly that an American vessel was not accorded the same treatment in Canadian ports as are Canadian vessels, although, as the collector at Halifax informed me in June last, the same laws applied to Canadian vessels as to American vessels.

During the whole difficulty my language was respectful and I quietly submitted to the detention, to the sarcastic language and overbearing conduct of Captain Quigley, but I deem my treatment and detention severe and unjust and an outrage upon the international courtesy that should exist between two friendly nations.

A. F. CUNNINGHAM.

I, Lawson C. Rich, of Canton, N. Y., a passenger on board schooner Rattler with Captain Cunningham, do depose and say that the above statement of Captain Cunningham is true in every particular.

LAWSON CARTER RICH.

MASSACHUSETTS, *Essex, ss:*

AUGUST 9, 1886.

Personally appeared A. F. Cunningham and L. C. Rich and made oath to the truth of the above statement.

Before me.

[L. S.]

AARON PARSONS,
Notary Public.

We, William Bowie, Frederick Brooks, Charles Lowry, Charles Hart, George Vibert, John Hart, John Lowry, Daniel McLean, Alexander O'Neil, James Levange, and Martin Guthrie, of the crew of schooner Rattler, do depose and say that the above statement of Captain Cunningham is true in every particular.

WM. BOWIE.	JOHN LOWRIE.
FRED. BROOKS.	DAN. MCLEAN.
CHARLES LOWRY.	ALEX. O'NEIL.
CHARLES HART.	JAMES LEVANGE.
GEORGE VIBERT.	MARTIN GUTHRIE.
JOHN G. HART.	

MASSACHUSETTS, *Essex, ss:*

AUGUST 10, 1886.

Personally appeared the above-named persons, crew of schooner Rattler, and made oath to the truth of the above.

Before me.

[L. S.]

AARON PARSONS,
Notary Public.

No. 102.

Mr. Presson to Mr. Bayard.

CUSTOM-HOUSE, GLOUCESTER, MASS.,
Collector's Office, August 14, 1886. [Received August 16.]

SIR: I inclose affidavit of Capt. Reuben Cameron, of schooner Golden Hind, of this port, who was forbidden to enter the harbor of Port Daniels, N. S., for water. This being a clear violation by the Canadian Government of the treaty of 1818, I respectfully submit the case for your consideration.

Very respectfully yours, &c.,

D. S. PRESSON,
Collector.

[Inclosure.]

Affidavit of Captain Cameron, of the schooner Golden Hind.

I, Reuben Cameron, master of the American schooner Golden Hind, of Gloucester, do depose and say: That we sailed from Gloucester July 3, 1886, bound to the Bay of St. Lawrence, on a fishing voyage. That on or about July 23, being out of water, started to go into the Bay of Chaleurs (Port Daniel) to fill water. At the entrance of the bay, four or five miles from land, was met by the Canadian schooner E. F. Conrad; an officer came on board, took my name, name of vessel, tonnage, name of owner, &c., and ordered me not to go into Bay of Chaleurs. He also furnished me with a printed "warning," with this indorsement written thereon: "Don't enter the Bay of Chaleurs, N. S." After this warning I put to sea, and was obliged to go across to Tignish, P. E. I., to obtain a supply of water for use of my crew.

This delayed me at least a week, and the loss of at least a good trip of mackerel, as during that time another vessel from the same firm, in five days, on the same fishing grounds, took 460 barrels of mackerel, and caused a loss to my owners of at least five thousand dollars ($5,000).

REUBEN CAMERON.
Master.

We, the undersigned, a part of the crew of the schooner Golden Hind, do depose and say that the above statement of Captain Cameron is true in every particular.

JAMES A. POWELL.
GILBERT SMITH.

AUGUST 13, 1886.

MASSACHUSETTS, *Essex, ss:*

Personally appeared Reuben Cameron, James A. Powell, and Gilbert Smith, and made oath to the above.

Before me.

[L. S.] AARON PARSONS, *N. P.*

No. 103.

Mr. Bayard to Mr. Presson.

DEPARTMENT OF STATE,
Washington, August 18, 1886.

SIR: In reply to your letter of the 14th instant, inclosing affidavits of Reuben Cameron, master of the schooner Golden Hind, setting forth that he was forbidden by officers of the Canadian Government from en-

tering the harbor of Port Daniels, in the Bay of Chaleurs, for the purpose of obtaining water, and that he was compelled to make a voyage to Prince Edward's Island to obtain such supply, involving a week's delay and consequent loss.

I have to inform you that immediate protest against this infraction of express treaty rights and violation of the rights of common hospitality has been made by me to the British minister at this capital, and notification given to him that claim will hereafter be made upon the Government of Great Britain for all loss incurred by the unwarranted action of the Canadian officials above stated.

Earnest request was also made that orders should be issued forthwith to prevent a repetition of such unlawful and unfriendly conduct towards our vessels engaged in fishing.

I am, &c.,

T. F. BAYARD.

D. S. PRESSON, Esq.,
Collector, Gloucester, Mass.

No. 104.

Mr. Bayard to Messrs. Cushing and McKenney.

DEPARTMENT OF STATE,
Washington, August 19, 1886.

GENTLEMEN: Referring to your complaint of the 3d of July last, concerning the detention of your fishing schooner City Point, by the Canadian authorities at the port of Shelburne, Nova Scotia, which was at once communicated to the British minister here, I have to inform you that her Britannic Majesty's Government has made reply, alleging that the master of the City Point committed a breach of the customs laws of the Dominion by not reporting to the customs authorities, and by landing part of the crew and luggage. It is further stated that the vessel in question was subsequently released on deposit of $400.

It appears from this reply that no charge of violating the fishing laws or infringing the treaty was made against the City Point, but that the sole allegation is the failure of her master to observe the customs regulations applicable to any vessel resorting to a port of entry, and communicating with the shore.

The United States consul-general at Halifax will be instructed to watch the case, and, in the event of the penalty being affirmed, to ascertain the laws and regulations on which such judgment rests.

I am, &c.,

T. F. BAYARD.

No. 105.

Mr. Woodbury to Mr. Bayard.

BOSTON, *October* 12, 1886. [Received October 13.]

SIR: Herewith please find the affidavits of Captain Kemp, of the American schooner Pearl Nelson; Henry Cook, her owner; William Babino, cook and steward; M. N. Gifford, cashier of bank, relative to

the detention of that schooner at Arichat, and the exaction of a deposit of $200 by the authorities as the condition for her release. What statute she had violated, if any, those interested in her have been unable to discover. The only charge made was that a part of her crew had gone ashore in the night and returned in the morning.

The parties interested in her, believing that the exaction referred to was in violation of law, and of their rights as American citizens in calling at the port of a friendly nation, in stress of weather, respectfully desire the protection of the United States, and that the damages which have arisen to them by the illegal seizure, detention, and exaction may be reimbursed to them.

I have the honor, &c.,

CHAS. LEVI WOODBURY.
Pr. OWNER.

P. S.—The owners have transmitted duplicates of these affidavits to the consul at Halifax, for use before the Ottawa authorities, for remission.

[Inclosure No. 1.]

Affidavit of Captain Kemp, of the schooner Pearl Nelson.

PEARL NELSON, U. S. A.,
District of Massachusetts:

I, Murdock Kemp, of Provincetown, in Massachusetts, a citizen of the United States, on my oath do say: That I was master and part owner of the schooner Pearl Nelson, a vessel of the United States duly licensed ——, 1886, for the fisheries, and holding a permit to touch and trade during the existence of said license.

I further say that the crew of said vessel were shipped on wages at Provincetown and Boston for a fishing voyage to the Grand Banks, and return to Provincetown for discharge. Said schooner, with license and permit as aforesaid, sailed May 29, 1886, from Provincetown, and in her passage home touched at Arichat, Cape Breton, driven in there by stress of weather. Sailed by the wind from Bank Quero, and blowing fresh a heavy sea running and foggy, made Point Michaux, 9 miles from Arichat. The vessel was deep; her dories floated on deck in her lee waist; wind being about west I concluded to make a harbor and wait for better weather and wind. I anchored the vessel in Arichat Harbor at 11 p. m., September 7, 1886. I had lost a man on the Grand Banks, named James Sampson, who belonged to Arichat, and I wanted to land his effects, if the customs officers would allow me to. Some of my crew belonged in that neighborhood. William Babino, my cook, and nine others of the crew took boats off the deck and went ashore without asking my permission. I saw them, but had never known that was any objection. I had been in this and other British North American ports frequently, and witnessed the landing from my own and other vessels' crews, but never before heard such landing was illegal or improper. These men took nothing from the vessel with them nor carried away anything but the clothes they wore.

From the time I left Provincetown I had been into no port any where. Next morning, after my arrival in Arichat, at 8½ o'clock, I went ashore to enter at the custom-house, and found it closed. I called at 9 o'clock and it was not open. I went again at 1 o'clock, and found the collector opening the office door. I made the regular inward report to him, and requested permission to land the clothes of James Sampson, who had been lost from my vessel on the Grand Banks. He told me he had sent a man for me. After I got there this man came in. The officer was holding my papers and told the man to go back and take charge of the vessel. I asked him why he held my papers; he replied, he seized her because I had allowed my men to go ashore before reporting at the custom-house; that all he would tell me was, he said he would telegraph to Ottawa and find out what to do with me; and he did telegraph immediately. About 5 o'clock p. m. the collector received an answer, and told me to deposit $200 and the vessel would be released. The collector would not allow me to land this dead man's clothes until after I had paid the $200 fine. I gave the clothes to the shop-keeper to be given to Sampson's widow or friends. I came out of Arichat about 11 a. m. on the 8th of September, 1886, having bought there one bushel of potatoes with the collector's permit and arrived at Provincetown September 14, 1886. I

sailed from Arichat with all my crew on board and had not at any time intended to leave any of my crew at that port. They were hired men shipped to be discharged on return at Provincetown, and on our arrival there were all paid off and discharged.

Some of the crew that went ashore at Arichat returned aboard as early as 7 o'clock, and all were aboard about the time the vessel was seized. I gave them no money there, and had none myself. I further say I did not enter Arichat with any intention of violating any law of the Dominion of Conada, nor for any business, but solely because of the stress of weather that had driven me there. It was mere kindness only that prompted me to offer to land Sampson's clothes there where his friends could get them. There was no profit to the vessel, crew, or myself expected in so doing, or attempted to be gained in entering the port of Arichat, other than shelter from stress of weather we had been under from Quero Bank.

If any revenue law of Canada was violated by my vessel or by myself the same was done through ignorance and inadvertence, and not with any intention to defraud the revenue or offend the law.

MURDOCK KEMP.

Personally appeared before me Murdock Kemp, at Provincetown, State of Massachusetts, United States of America, this 27th day of September, 1886, who subscribed and made oath to the foregoing.

[SEAL.]

JAMES GIFFORD,
Notary Public.

[Inclosure No. 2.]

Affidavit of Henry Cook, owner of the schooner Pearl Nelson.

Personally appeared before me, James Gifford, deputy collector of customs at the port of Provincetown, in the District of Barnstable and State of Massachusetts, this 25th day of September, 1886, Henry Cook, of said Provincetown, who, being by me duly sworn, deposes and says that he is a citizen of the United States of America, a resident of said Provincetown, and managing owner of the schooner Pearl Nelson, of Provincetown, of which Murdock Kemp was master during a fishing voyage to the Grand Banks of Newfoundland, and which terminated on the 14th day of this month by the arrival of said vessel at this port.

The affiant further deposes that [previous?] to the sailing of said vessel to the Grand Banks he gave explicit instructions to Captain Kemp, as he also did to five other masters of Bank fishing vessels, to not enter any Canadian port on said voyage, going to or coming from said fishing banks, unless compelled to enter by disaster to the vessel or by stress of weather; and hence the masters were not supplied with any funds for themselves or their crews, nor authorized to draw drafts on me for payment of crew's wages, or for any purpose but for repairs in case of meeting with serious disaster.

He also deposes that the crew of said vessel Pearl Nelson consisted of fifteen men besides Captain Kemp; that five of them, viz, Cyprian Briand, Henry Briand, Remie Cardo, John McDonald, and William Babino —— —— were shipped in Provincetown, and the balance, viz, Alexander Cardo, William Boudrot, Albert Robin, Andrew Frazer, Jeffrey Landry, Henry Duong, Henry Sampson, Alfred Langley, E. H. C. Lisboa, Duncan McRae, and James Sampson, were shipped in Boston, and were engaged to return directly to this port from the Grand Banks at the end of the voyage; and that excepting James Sampson, who was reported by Captain Kemp as lost on said banks, they did return to Provincetown, and were discharged here, and paid each one by draft on the First National Bank of Provincetown, which are now on file in said bank.

The affiant declares that if Captain Kemp violated any law of Canada in entering Arichat on the 7th of September, 1886, he did it unwittingly, and that the affiant feels that the collection of the $200 fine imposed upon the Pearl Nelson is unwarranted by the circumstances under which the entry into that port was made.

HENRY COOK.

[Inclosure No. 3.]

Affidavit of Willaim Babino, cook of the Pearl Nelson.

Personally appeared before me, James Gifford, deputy collector of customs of the port of Provincetown, district of Barnstable and State of Massachusetts, this 27th day of of September, 1886, William Babino, who, being by me duly sworn, deposes and says

that he served as cook on the schooner Pearl Nelson, of Provincetown, of which Murdoch Kemp was master, during a fishing voyage to the Grand Banks of Newfoundland and return to this port the present fishing season; that he shipped in said vessel in Boston, State of Massachusetts, to be discharged in Provincetown, in said State; that on the homeward passage to this port the said vessel encountered a strong head wind with a heavy sea and a thick fog, and while off the coast of Cape Breton, N. S., the wind being still ahead with the sea, and the vessel making but little headway towards her destination, Captain Kemp, without before expressing any intention to run for that harbor, sailed her into Arichat, N. S. Arriving there about 11 o'clock on the night of September 7, 1886, and having anchored the vessel, the affiant and nine others of the crew left the vessel and went ashore, where he and the others remained the rest of the night without permission of the captain. We returned to the vessel the following morning, and about 10 o'clock that forenoon a customs officer came aboard the Pearl Nelson and seized her because, as he declared, the men had landed before the vessel was reported to the custom-house; that after the captain had paid a fine of $200 the vessel was next day released, and sailed with all her crew on board for this port, where they arrived September 14, 1886, and were here all paid off in full and discharged.

The affiant further deposes he had not prior to the night of entering Arichat heard the captain say anything about entering there either for the purpose of landing the clothes and personal effects of James Sampson, one of the crew, who had been lost on the Grand Banks, and belonged to Arichat, or near there, nor for any other object.

He also deposes that neither he, nor, as he believes, neither of the 9 men who landed with the affiant, took with them any goods or effects whatever ashore, nor had he or they any knowledge or suspicion that their landing was in violation of any law or regulation of the Dominion of Canada.

WILLIAM BABINO.

[SEAL.]

JAMES GIFFORD,
Deputy Collector of Customs.

Personally appeared before me James Gifford, deputy collector of the port of Provincetown, district of Barnstable and State of Massachusetts, at said Provincetown, this 27th day of September, 1886, Moses N. Gifford, cashier of the First National Bank, in Provincetown aforesaid, and who being by me duly sworn, deposes and says that he paid, on the orders or checks of H. & S. Cook, a firm composed of Henry Cook and Sylvanus Cook, of this place, merchants and owners of fishing vessels, the following-named persons the following sums to—

Henry Sampsan	$73 79	Henry Duong	$98 32
Alexander Cardo	113 70	Emygdio A. C. Lisboa	118 19
Jeffrey Landry	115 52	Duncan McRae	97 40
Cyprian Briand	171 95	Albert Robin	122 26
Remie Cardo	80 44	William Boudrot	119 44
William Robin	170 80	Henry Briand	133 08
Alfred Langley	77 42	Andrew Frazer	117 70

on the 15th of September, 1886, and that names of the persons thus paid all appear as crew on the shipping articles of the schooner Pearl Nelson, of Provincetown, signed by them at Provincetown and Boston, in May, 1886, as appears by said articles.

MOSES N. GIFFORD,
Cashier.

[SEAL.]

JAMES GIFFORD,
Deputy Collector of Customs.

No. 106.

Mr. Bayard to Mr. Woodbury.

DEPARTMENT OF STATE,
Washington, October 15, 1886.

SIR: I have your letter of the 12th instant, accompanied by sundry affidavits, stating the deposit of $200 by the master of the American fishing schooner Pearl Nelson, under the compulsion of the customs

officers at the port of Arichat, Cape Breton, the ground alleged for this action by the officials at Arichat being the unlawful landing of the crew of the Pearl Nelson before reporting at the custom-house.

The case will be presented to the British minister at this capital, and notification given to him that compensation will be demanded for violation of the treaty privileges, should the British Government be found liable for breach of international duty on examination of the law and facts.

Your obedient servant,

T. F. BAYARD.

No. 107.

Mr. Steele to Mr. Bayard.

GLOUCESTER, MASS., *October* 18, 1886. [Received Oct. 20.]

SIR: The season is approaching when American vessels have been accustomed to buy herring at the Grand Manan Island and vicinity, and bring them to Boston, Gloucester, New York, and Philadelphia.

The present position of the Dominion Government as to that trade concerns our interests greatly, and the fish trade desire to be informed whether that Government now considers the purchase of herring as open to American vessels, either when registered or licensed, with permit to trade.

We do not wish to explore their power of seizing or detaining these vessels, or of inflicting fines. If they object to our vessels continuing in that business, we prefer to keep away from those shores until the Dominion Government is better advised.

I apply to you for this information, which our merchants need, because I know of no other mode of obtaining it in a reliable shape.

I am, &c.,

GEO. STEELE,
President American Fishery Union.

P. S.—This trade in winter herring has been carried on in our vessels almost exclusively for many years, and fifty or a hundred cargos come in usually during the fall, winter, and spring.

They are largely consumed as food, and to some extent used as bait in our winter fishing to Georges and the Banks.

It is very rare for a British vessel to bring herring to our ports.

No. 108.

Mr. Bayard to Mr. Steele.

DEPARTMENT OF STATE,
Washington, October 20, 1886.

SIR: I have just received your letter of the 18th instant, inquiring of me whether American fishing vessels, registered as such, and furnished with license to touch and trade in foreign ports, can proceed to Canadian ports, there to purchase and bring home cargoes of herring, without danger of molestation by the local authorities of the Dominion.

As you are well aware, a construction has been placed by the Dominion authorities upon the language of the treaty of 1818 between the United States and Great Britain under which they have assumed to exclude American fishing vessels from entrance into certain described territorial waters of Canada for any other than the three objects in the treaty mentioned – shelter, repairs, and to obtain wood and water—and have insisted that the words "and for no other purpose whatever" were to be rigidly enforced according to the strict letter.

This position, I need not say to you, is not accepted by the United States, but is repelled and denied, and that this Department is now endeavoring to secure such a joint interpretation of the treaty in question, considered in connection with the subsequent legislation by Great Britain and the United States creating commercial rights in the citizens of both countries, as will enable our vessels, whether engaged in fishing or not, to enter the established ports of entry of British North America and purchase lawful merchandise of any character in open market.

The United States have no diplomatic intercourse with Canada, but conduct all such matters directly with the imperial Government, through its minister at this capital or through our own minister at St. James.

This creates circumlocution and delay which is unavoidable.

It is my object to relieve the question of the rights of our fishermen from all uncertainty, and to obtain such a conceded, unambiguous, and clear definition of their rights and duties in Canadian ports and waters as will enable them to pursue their legitimate business with certainty, and in this duty I am now engaged.

It would be well for you to state whether the vessels so sent to purchase herring are to be manned and fitted out so as to be able to take fish or to trade only.

When I have received your answer on the last point I will at once endeavor to obtain a plain response to your reasonable question, and will communicate a reply at the earliest practicable moment.

Respectfully, &c.,

T. F. BAYARD.

No. 109.

Mr. Steele to Mr. Bayard.

GLOUCESTER, MASS., *October* 25, 1886. [Received Oct. 27.]

SIR: I have the pleasure to acknowludge the receipt of your letter dated October 20.

My origiual inquiry referred both to vessels under license and to those sailing under a register. Your letter satisfies the inquiry as to those licensed for the fisheries.

We still desire to be informed as to whether vessels under registry of the United States will be allowed to enter at Grand Manan and other ports, and load and export herring to the United States.

Such vessels will be manned by a sailing crew, on wages, and not by a fishing complement of sharemen, nor will they carry the fishing gear which such vessels use when fishing under a fishing license.

The fishing interests, I assure you, appreciate the courtesy of your offer to procure this information seasonably for them.

I remain, &c.,

GEO. STEELE,
President of the American Fishery Union.

IV.—EXTENSION OF CERTAIN FISHING RIGHTS UNDER THE TREATY OF WASHINGTON.

No. 110.

[Senate Ex. Doc. No. 32, Forty-ninth Congress, first session.]

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES, TRANSMITTING, IN RESPONSE TO SENATE RESOLUTION OF JANUARY 5, 1886, INFORMATION RELATIVE TO THE EXTENSION OF CERTAIN FISHING RIGHTS UNDER THE TREATY OF WASHINGTON.

JANUARY 12, 1886.—Read and referred to the Committee on Foreign Relations and ordered to be printed

To the SENATE:

I transmit herewith, in response to a resolution of the Senate of the 5th instant, a report of the Secretary of State containing all the correspondence and information in the custody of his Department relative to the extension of certain fishing rights and privileges under the treaty of Washington from July 1, 1885, to January 1, 1886.

GROVER CLEVELAND.

EXECUTIVE MANSION,
Washington, January 12, 1886.

To the PRESIDENT:

In compliance with the resolution of the Senate of January 5, 1886, I herewith transmit a copy of all the correspondence between this Department and the representative of the Government of Great Britain in relation to the extension of certain fishing rights and privileges under the treaty of Washington from July 1, 1885, to January 1, 1886.

As part of this transaction the following paragraph of your late message to Congress seems appropriate for consideration in connection with the correspondence:

The termination of the fishing clauses of the treaty of Washington, in pursuance of the joint resolution of March 3, 1883, must have resulted in the abrupt cessation on the 1st of July of this year, in the midst of their ventures, of the operations of citizens of the United States engaged in fishing in British American waters, bnt for a diplomatic understanding reached with Her Majesty's Government in June last, whereby assurance was obtained that no interruption of those operations should take place during the current fishing season.

In the interest of good neighborhood and of the commercial intercourse of adjacent communities, the question of North American fisheries is one of much importance. Following out the intimation given by me when the extensory arrangement above described was negotiated, I recommend that the Congress provide for the appointment of a commission, in which the Governments of the United States and Great Britain shall be respectively represented, charged with the consideration and settlement, upon a just, equitable, and honorable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States

and British North America. The fishing interests being intimately related to other general questions dependent upon contiguity and intercourse, consideration thereof, in all their equities, might also properly come within the purview of such a commission, and the fullest latitude of expression on both sides should be permitted.

Respectfully submitted.

T. F. BAYARD.

DEPARTMENT OF STATE,
January 12, 1886.

AGREEMENT BETWEEN THE UNITED STATES AND GREAT BRITAIN RESPECTING THE FISHERIES. CONCLUDED JUNE 22, 1885.

NOTICE.

By direction of the President, the undersigned, Secretary of State, hereby makes known to all whom it may concern that a temporary diplomatic agreement has been entered into between the Government of the United States and the Government of Her Britannic Majesty in relation to the fishing privileges which were granted by the fishery clauses of the treaty between the United States and Great Britain of May 8, 1871, whereby the privilege of fishing, which would otherwise have terminated with the treaty clauses on the 1st of July proximo, may continue to be enjoyed by the citizens and subjects of the two countries engaged in fishing operations throughout the season of 1885.

This agreement proceeds from the mutual good-will of the two Governments, and has been reached solely to avoid all misunderstanding and difficulties which might otherwise arise from the abrupt termination of the fishing of 1885 in the midst of the season. The immunity which is accorded by this agreement to the vessels belonging to citizens of the United States engaged in fishing in the British American waters will likewise be extended to British vessels and subjects engaged in fishing in the waters of the United States.

The joint resolution of Congress of March 3, 1883, providing for the termination of the fishing articles of the treaty of May 8, 1871, having repealed in terms the act of March 1, 1873, for the execution of the fishing articles, and that repeal being express and absolute from the date of the termination of the said fishing articles, under due notification given and proclaimed by the President of the United States, to wit, July 1, 1885, the present temporary agreement in no way affects the question of statutory enactment or exemption from customs duties, as to which the abrogation of the fishing articles remains complete.

As part of this agreement, the President will bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a joint commission by the Governments of the United States and Great Britain to consider the matter, in the interest of maintaining good neighborhood and friendly intercourse between the two countries, thus affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

Copies of the memoranda and exchanged notes on which this temporary agreement rests are appended.

Reference is also made to the President's proclamation of January 31, 1885, terminating the fishing articles of the treaty of Washington.

By direction of the President:

T. F. BAYARD,
Secretary of State.

Appendices.

1. Mr. West's memorandum of March 12, 1885.
2. Mr. Bayard to Mr. West, memorandum of April 22, 1885.
3. Mr. West's memoranda of June 13, 1885.
4. Mr. Bayard to Mr. West, June 19, 1885.
5. Mr. West to Mr. Bayard, June 20, 1885.
6. Mr. Bayard to Mr. West, June 20, 1885.
7. Mr. Bayard to Mr. West, June 22, 1885.
8. Mr. West to Mr. Bayard, June 22, 1885.
President's proclamation, January 31, 1885.

1.—*Mr. West's memorandum of March* 12, 1885.

[Memorandum.—Confidential.]

The fishery clauses of the treaty of Washington of 1871 will expire on the 1st of July next. It has been represented by the Canadian Government that much inconvenience is likely to arise in consequence, unless some agreement can be made for an extension of the period.

When the time comes (1st of July next) American ships will be actually engaged in fishing within the territorial waters of the Dominion. These vessels will have been fitted out for the season's fishing and have made all their usual arrangements for following it up until its termination in the autumn. If, under these circumstances, the provincial or municipal authorities in Canada were to insist upon their strict rights, and to compel such vessels, under pain of seizure, to desist from fishing, considerable hardship would be occasioned to the owners, and a feeling of bitterness engendered on both sides, which it is clearly the interest of both Governments to avert.

It seems, therefore, desirable, in order to avoid such possible complications, that both Governments should come to an agreement under which the clauses might be in effect extended until the 1st of January, 1886.

If this were done the existing state of things would come to an end at a date between the fishery season of 1885 and that of 1886, and an abrupt transition at a moment when fishery operations were being carried on would be thus avoided.

WASHINGTON, *March* 12, 1885.

2.—*Mr. Bayard to Mr. West, April* 22, 1885.

[Memorandum of April 22, 1885.—Personal.]

DEPARTMENT OF STATE,
Washington, April 22, 1885.

DEAR MR. WEST: I have on several occasions lately, in conversation, acquainted you with my interest in the fisheries memorandum which accompanied your personal letter of March 12.

Several informal talks I have had with Sir Ambrose Shea have enabled me to formulate the views of this Government upon the proposition made in behalf of the Dominion and the Province of Newfoundland, and I take pleasure in handing you herewith a memorandum

embodying the results. If this suits, I shall be happy to confirm the arrangement by an exchange of notes at your early convenience.

I am, my dear Mr. West, very sincerely yours,

T. F. BAYARD.

The Hon. L. S. SACKVILLE WEST, &c.

MEMORANDUM.

The legislation passed by the Congress of the United States, act of March 1, 1873, for the execution of the fishery articles of the treaty of Washington, has been repealed by the joint resolution of March 3, 1883, the repeal to take effect July 1, 1885. From that date the effects of the fisheries articles of the treaty of Washington absolutely determine, so far as their execution within the jurisdiction of the United States is concerned, and without new legislation by Congress modifying or postponing that repeal the Executive is not constitutionally competent to extend the reciprocal fisheries provisions of the treaty beyond the 1st of July next, the date fixed by the action of Congress.

Mr. West's memorandum of March 12, 1885, suggests the mutual practical convenience that would accrue from allowing the fishing ventures commenced prior to July 1, 1885, to continue until the end of the season for fishing of that year, thus preventing their abrupt termination in the midst of fishing operations on the 1st of July.

It has been, moreover, suggested on the part of the Province of Newfoundland and of the Dominion of Canada, that in view of the mutual benefit and convenience of the present local traffic, consisting of the purchase of ice, bait, wood, and general ship supplies by the citizens of the United States engaged in fishing from the inhabitants of the British American fishing coast, the usual operations of the fishing season of 1885 should be continued by the fishing vessels belonging to citizens of the United States until the end of the season of that year, and that the local authorities of Newfoundland and of the Dominion of Canada, in a spirit of amity and good neighborhood, should abstain from molesting such fishermen or impeding their progress or their local traffic with the inhabitants incidental to fishing during the remainder of the season of 1885, and all this with the understanding that the President of the United States would bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a commission in which the Governments of the United States and of Great Britain should be respectively represented, which commission should be charged with the consideration and settlement, upon a just, equitable, and honorable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States and British North America.

The President of the United States would be prepared to recommend the adoption of such action by Congress with the understanding that in view and in consideration of such promised recommendation there would be no enforcement of restrictive and penal laws and regulations by the authorities of the Dominion of Canada or of the Province of Newfoundland, against the fishermen of the United States resorting to British American waters between the 1st of July next and the close of the present year's fishing season; the mutual object and intent being to avoid any annoyance to the individuals engaged in this business and traffic, and the irritation or ill-feeling that might be engendered by a

harsh or vexatious enforcement of stringent local regulations on the fishing coast pending an effort to have a just and amicable arrangement of an important and somewhat delicate question between the two nations.

Public knowlenge of this understanding and arrangement can be given by an exchange of notes between Mr. West and myself, which can be given to the press.

3.—*Mr. West's memoranda of June* 13, 1885.

[Memoranda.]

It is proposed to state in notes according temporary arrangements respecting fisheries that an agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British North America.

The government of Newfoundland do not make refunding of duties a condition of their acceptance of the proposed agreement, but they rely on it having due consideration before the international commission which may be appointed.

4.—*Mr. Bayard to Mr. West, June* 19, 1885.

[Confidential.]

DEPARTMENT OF STATE,
Washington, June 19, 1885.

MY DEAR MR. WEST: I assume that the two confidential memoranda you handed to me on the 13th instant embrace the acceptance by the Dominion and the British American coast provinces of the general features of my memorandum of April 21, concerning a temporary arrangement respecting the fisheries, with the understanding expressed on their side that the "agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British North America."

To such a contingent understanding I can have no objection. Indeed, I regard it as covered by the statement in my memorandum of May 21, that the arrangement therein contemplated would be reached "with the understanding that the President of the United States would bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a commission in which the Governments of the United States and of Great Britain should be respectively represented, which commission should be charged with the consideration and settlement, upon a just, equitable, and honorable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States and British North America."

The equities of the question being before such a mixed commission would doubtless have the fullest latitude of expression and treatment on both sides; and the purpose in view being the maintenance of good neighborhood and intercourse between the two countries, the recommendation of any measures which the commission might deem necessary to attain those ends would seem to fall within its province, and such recommendations could not fail to receive attentive consideration.

I am not, therefore, prepared to state limits to the proposals to be brought forward in the suggested commission on behalf of either party.

I believe this statement will be satisfactory to you, and I should be pleased to be informed at the earliest day practicable of your acceptance of the understanding on behalf of British North America; and by this simple exchange of notes and memoranda the agreement will be completed in season to enable the President to make the result publicly known to the citizens engaged in the fishing on the British American Atlantic coast.

I have the honor to be, with the highest respect, sir, your obedient servant,

T. F. BAYARD.

The Hon. L. S. SACKVILLE WEST.

5.—*Mr. West to Mr. Bayard, June* 20, 1885.

[Confidential.]

BRITISH LEGATION,
Washington, June 20, 1885.

MY DEAR MR. BAYARD: I beg to acknowledge the receipt of your confidential note of yesterday's date, concerning the proposed temporary arrangement respecting the fisheries, which I am authorized by Her Majesty's Government to negotiate with you on behalf of the Government of the Dominion of Canada and the government of Newfoundland, to be effected by an exchange of notes founded on your memorandum of the 21st of April last.

The two confidential memoranda which I handed to you on the 13th instant contain, as you assume, the acceptance by the Dominion and the British American coast provinces of the general features of your above-mentioned memorandum, with the understanding expressed on their side that the agreement has been arrived at under circumstances affording prospects of negotiation for the development and extension of trade between the United States and British North America, a contingent understanding to which, as you state, you can have no objection,as you regard it as covered by the terms of your memorandum of April 21.

In authorizing me to negotiate this agreement, Earl Granville states, as I have already had occasion to intimate to you, that it is on the distinct understanding that it is a temporary one, and that its conclusion must not be held to prejudice any claim which may be advanced to more satisfactory equivalents by the colonial governments in the course of the negotiation for a more permanent settlement. Earl Granville further wishes me to tell you that Her Majesty's Government and the colonial governments have consented to the arrangement solely as a mark of good will to the Government and people of the United States, and to avoid difficulties which might be raised by the termination of the fishery articles in the midst of a fishing season; and also the acceptance of such a *modus vivendi* does not, by any implication, affect the value of the inshore fisheries by the Governments of Canada and Newfoundland. I had occasion to remark to you that while the colonial governments are asked to guarantee immunity from interference to American vessels resorting to Canadian waters, no such immunity is

offered in your memorandum to Canadian vessels resorting to American waters, but that the Dominion Government presumed that the agreement in this respect would be mutual. As you accepted this view, it would, I think, be as well that mention should be made to this effect in the notes.

Under the reservations, as above indicated, in which I believe you acquiesce, I am prepared to accept the understanding on behalf of British North America, and to exchange notes in the above sense.

I have the honor to be, with the highest respect, sir, your obedient servant,

L. S. SACKVILLE WEST.

Hon. T. F. BAYARD, &c.

6.—*Mr. Bayard to Mr. West, June* 20, 1885.

DEPARTMENT OF STATE,
Washington, June 20, 1885.

SIR: I have just received your note of to-day's date in regard to the proposed temporary arrangement touching the fisheries.

Undoubtedly it is our clear and mutual understanding that the arrangement now made is only temporary, and that it proceeds from the mutual good will of our respective Governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season.

I understand, also, that the same immunity which is accorded by this agreement to the vessels belonging to the citizens of the United States, engaged in fishing in the British American waters, will be extended to British vessels and subjects engaged in fishing in the waters of the United States. Perceiving, therefore, no substantial difference between our respective propositions and these statements as contained in our correspondence on the subject, I shall consider the agreement as embodied in our memoranda and the correspondence between us and as thus concluded; and public notification to that effect will be given in a few days by the President.

I have the honor to be, with the highest consideration, sir, your obedient servant,

T. F. BAYARD.

The Hon. L. S. SACKVILLE WEST, &c.

7.—*Mr. Bayard to Mr. West, June* 22, 1885.

DEPARTMENT OF STATE,
Washington, June 22, 1885.

SIR: In compliance with your verbal request of this morning that I should restate part of my note to you of the 19th, I repeat that the arrangement, whereby a *modus vivendi* on the fishing question has been reached, rests on the memoranda and correspondence exchanged; that your memorandum of the 13th instant expressed the understanding on your side that the "agreement has been arrived at under circumstances

affording prospect of negotiation for development and extension of trade between the United States and British North America"; that I not only had no objection to such an understanding, but, in fact, regarded it as amply embraced in our proposal to recommend a commission to deal with the whole subject in the interest of good neighborhood and intercourse, and that the recommendation of any measures which the commission might deem necessary to attain those ends would seem to fall within its province, and such recommendations could not fail to have attentive consideration.

Having thus not only admitted the proviso of your memorandum in your own language, but gone still further and pointed out that no limits would be set, so far as I was concerned, to the proposals to be brought forward in the suggested commission on behalf of either party, I do not see how it is possible for me to give any stronger assurance that the understanding has "been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British America."

I have the honor to be, with the highest consideration, sir,

T. F. BAYARD.

The Hon. L. S. SACKVILLE WEST, &c.

8.—*Mr. West to Mr. Bayard, June* 22, 1885.

WASHINGTON, *June* 22, 1885.

SIR: I have the honor to acknowledge the receipt of your notes of the 20th and 22d instant in regard to the proposed temporary arrangement touching the fisheries, in which you state that it is our clear and mutual understanding that such arrangement is only temporary, and that it proceeds from the mutual good-will of our respective Governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season. Also that the same immunity which is accorded by this Government to the vessels belonging to the citizens of the United States engaged in fishing in the British American waters will be extended to British vessels and subjects engaged in fishing in the waters of the United States, and that the agreement has been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British North America

As therefore there exists no substantial difference between our respective propositions and the statements as contained in our correspondence on the subject, I shall consider the agreement as embodied in our memoranda and the correspondence between us as thus concluded, and shall inform Her Majesty's Government and the Governments of the Dominion of Canada and Newfoundland accordingly.

I have the honor to be, with the highest consideration, sir, your obedient servant,

L. S. SACKVILLE WEST.

Hon. T. F. BAYARD, &c.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas the Treaty concluded between the United States of America and her Majesty the Queen of Great Britain and Ireland, concluded at Washington on the 8th day of May, 1871, contains among other Articles the following, viz:

"ARTICLE XVIII."

"It is agreed by the High Contracting Parties that, in addition to the liberty secured to the United States fishermen by the Convention between the United States and Great Britain, signed at London on the 20th day of October, 1818, of taking, curing, and drying fish on certain coasts of the British North American Colonies therein defined, the inhabitants of the United States shall have in common with the subjects of Her Britannic Majesty, the liberty, for the term of years mentioned in Article XXXIII of this Treaty, to take fish of every kind, except shell fish, on the sea coasts and shores, and in the bays, harbors, and creeks, of the Provinces of Quebec, Nova Scotia, and New Brunswick, and the Colony of Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the said coasts and shores and islands, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; provided that in so doing they do not interfere with the rights of private property, or with British fishermen, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above-mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all other fisheries in rivers and the mouths of rivers are hereby reserved exclusively for British fishermen."

"ARTICLE XIX."

"It is agreed by the High Contracting Parties that British subjects shall have, in common with the citizens of the United States, the liberty, for the term of years mentioned in Article XXXIII of this Treaty, to take fish of every kind, except shell-fish, on the eastern sea-coasts and shores of the United States north of the thirty-ninth parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbors, and creeks of the said sea-coasts and shores of the United States, and of the said islands, without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States and of the islands aforesaid, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with the fishermen of the United States in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above-mentioned liberty applies solely to the sea fishery, and that salmon and shad fisheries, and all other fisheries in rivers and mouths of rivers, are hereby reserved exclusively for fishermen of the United States."

"ARTICLE XX."

"It is agreed that the places designated by the Commissioners appointed under the first Article of the Treaty between the United States and Great Britain, concluded at Washington on the 5th of June, 1854, upon the coasts of Her Britannic Majesty's Dominions and the United

States, as places reserved from the common right of fishing under that Treaty, shall be regarded as in like manner reserved from the common right of fishing under the preceding articles. In case any question should arise between the Governments of the United States and of Her Britannic Majesty as to the common right of fishing in places not thus designated as reserved, it is agreed that a commission shall be appointed to designate such places, and shall be constituted in the same manner, and have the same powers, duties, and authority as the Commission appointed under said first Article of the Treaty of the 5th of June, 1854."

"ARTICLE XXI."

"It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, fish oil and fish of all kinds, (except fish of the inland lakes and of the rivers falling into them, and except fish preserved in oil,) being the produce of the fisheries of the United States, or of the Dominion of Canada, or of Prince Edward's Island, shall be admitted into each country, respectively, free of duty."

"ARTICLE XXII."

"Inasmuch as it is asserted by the Government of Her Britannic Majesty that the privileges accorded to the citizens of the United States under Article XVIII of this Treaty are of greater value than those accorded by Articles XIX and XXI of this Treaty to the subjects of Her Britannic Majesty, and this assertion is not admitted by the Government of the United States, it is further agreed that Commissioners shall be appointed to determine, having regard to the privileges accorded by the United States to the subjects of Her Britannic Majesty, as stated in Articles XIX and XXI of this Treaty, the amount of any compensation which, in their opinion, ought to be paid by the Government of the United States to the Government of Her Britannic Majesty in return for the privileges accorded to the citizens of the United States under Article XVIII of this Treaty; and that any sum of money which the said Commissioners may so award shall be paid by the United States Government in a gross sum, within twelve months after such award shall have been given."

"ARTICLE XXIII."

"The Commissioners referred to in the preceding Article shall be appointed in the following manner, that is to say: One Commissioner shall be named by the President of the United States, one by Her Britannic Majesty, and a third by the President of the United States and Her Britannic Majesty conjointly; and in case the third Commissioner shall not have been so named within a period of three months from the date when this article shall take effect, then the third commissioner shall be named by the Representative at London of His Majesty the Emperor of Austria and King of Hungary. In case of the death, absence, or incapacity of any commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment, the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

"The Commissioners so named shall meet in the City of Halifax, in the Province of Nova Scotia, at the earliest convenient period after they have been respectively named, and shall, before proceeding to any business, make and subscribe a solemn declaration that they will impartially and carefully examine and decide the matters referred to them to

the best of their judgment, and according to justice and equity; and such declaration shall be entered on the record of their proceedings.

"Each of the High Contracting Parties shall also name one person to attend the Commission as its agent, to represent it generally in all matters connected with the Commission."

"ARTICLE XXIV."

"The proceedings shall be conducted in such order as the Commissioners appointed under Articles XXII and XXIII of this Treaty shall determine. They shall be bound to receive such oral or written testimony as either Government may present. If either Party shall offer oral testimony, the other Party shall have the right of cross-examination, under such rules as the Commissioners shall prescribe.

"If in the case submitted to the Commissioners either Party shall have specified or alluded to any report or document in its own exclusive possession, without annexing a copy, such Party shall be bound, if the other Party thinks proper to apply for it, to furnish that Party with a copy thereof; and either Party may call upon the other, through the Commissioners, to produce the originals, or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Commissioners may require.

"The case on either side shall be closed within a period of six months from the date of the organization of the Commission, and the Commissioners shall be requested to give their award as soon as possible thereafter. The aforesaid period of six months may be extended for three months in case of a vacancy occurring among the Commissioners under the circumstances contemplated in Article XXIII of this Treaty."

"ARTICLE XXV."

"The Commissioner shall keep an accurate record and correct minutes or notes of all their proceedings, with the dates thereof, and may appoint and employ a secretary and any other necessary officer or officers to assist them in the transaction of the business which may come before them.

"Each of the High Contracting Parties shall pay its own Commissioner and agent or counsel; all other expenses shall be defrayed by the two Governments in equal moieties."

"ARTICLE XXX."

"It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, subjects of Her Britannic Majesty may carry in British vessels, without payment of duty, goods, wares, or merchandise from one port or place within the territory of the United States upon the St. Lawrence, the Great Lakes, and the rivers connecting the same, to another port or place within the territory of the United States as aforesaid: Provided, That a portion of such transportation is made through the Dominion of Canada by land carriage and in bond, under such rules and regulations as may be agreed upon between the Government of Her Britannic Majesty and the Government of the United States.

"Citizens of the United States may for the like period carry in United States vessels, without payment of duty, goods, wares, or merchandise from one port or place within the Possessions of Her Britannic Majesty in North America to another port or place within the said Possessions: Provided, That a portion of such transportation is made through the territory of the United States by land carriage and in bond, under such

rules and regulations as may be agreed upon between the Government of the United States and the Government of Her Britannic Majesty.

"The Government of the United States further engages not to impose any export duties on goods, wares, or merchandise carried under this article through the territory of the United States; and Her Majesty's Government engages to urge the Parliament of the Dominion of Canada and the Legislatures of the other colonies not to impose any export duties on goods, wares, or merchandise carried under this article; and the Government of the United States may, in case such export duties are imposed by the Dominion of Canada, suspend, during the period that such duties are imposed, the right of carrying granted under this article in favor of the subjects of Her Britannic Majesty.

"The Government of the United States may suspend the right of carrying granted in favor of the subjects of Her Britannic Majesty under this article, in case the Dominion of Canada should at any time deprive the citizens of the United States of the use of the canals in the said Dominion on terms of equality with the inhabitants of the Dominion, as provided in Article XXVII."

"ARTICLE XXXII."

"It is further agreed that the provisions and stipulations of Articles XVIII to XXV of this Treaty, inclusive, shall extend to the Colony of Newfoundland, so far as they are applicable. But if the Imperial Parliament, the Legislature of Newfoundland, or the Congress of the United States, shall not embrace the Colony of Newfoundland in their laws enacted for carrying the foregoing articles into effect, then this article shall be of no effect; but the omission to make provision by law to give it effect by either of the legislative bodies aforesaid, shall not in any way impair any other articles of this Treaty."

And, whereas, pursuant to the provisions of Article XXXIII of said Treaty, due notice has been given to the Government of Her Britannic Majesty of the intention of the Government of the United States of America, to terminate the above recited article of the Treaty in question, on the 1st day of July, 1885;

And, whereas, pursuant to the terms of said Treaty, and of the notice given thereunder by the Government of the United States of America to that of Her Britannic Majesty, the above recited articles of the Treaty of Washington, concluded May 8, 1871, will expire and terminate on the 1st day of July, 1885:

Now, therefore, I Chester A. Arthur, President of the United States of America, do hereby give public notice that Articles XVIII, XIX, XX, XXI, XXII, XXIII, XXIV, XXV, XXX, and XXXII, of the Treaty of Washington, concluded May 8, 1871, will expire and terminate on the 1st day of July, 1885, and all citizens of the United States are hereby warned that none of the privileges secured by the above recited articles of the Treaty in question will exist after the 1st day of July next; all American fishermen should govern themselves accordingly.

Done at the City of Washington, this 31st day of January, in the year of Our Lord one thousand eight hundred and eighty-five, and of the Independence of the United States of America the one hundred and ninth.

[SEAL.] CHESTER A. ARTHUR.

By the President:

FREDK T. FRELINGHUYSEN,
Secretary of State.

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. 20, Part 1.

EXPENDITURES AND BUSINESS OF THE POST-OFFICE DEPARTMENT.

LETTER

FROM THE

POSTMASTER-GENERAL

TRANSMITTING

REPORTS OF EXPENDITURES AND OF THE BUSINESS OF THE POST-OFFICE DEPARTMENT FOR THE FISCAL YEAR ENDED JUNE 30, 1886.

DECEMBER 8, 1886.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1886.

H. Ex. 18——40

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. 20, Part 1.

EXPENDITURES AND BUSINESS OF POST-OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

Reports of expenditures and of the business of the Post-Office Department for the fiscal year ended June 30, 1886.

DECEMBER 8, 1886.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., December 7, 1886.

SIR: In conformity to the requirements of sections 193, 194, and 413 of the Revised Statutes, I have the honor to transmit herewith, for the information of Congress, the following reports:

First. A detailed statement of the disbursements from the contingent fund, together with the name of every person to whom any portion thereof has been paid; the articles purchased, and the price paid therefor.

Second. The names of clerks and other persons who have been employed in the Department; the time actually employed, and the sums paid each.

Third. A report of all contracts for carrying the mail made within the fiscal year, with the name of the contractor; the date and duration of the contract; the routes embraced therein, with the length of each; the time of arrival and departure at the end of each route; the mode of transportation, and the prices to be paid, together with a copy of the recorded abstracts of all proposals for carrying the mail, as provided by section 3948, entitled, "The Postal Service." (See H. Ex. Doc. 20, part 3.)

Fourth. A report of all land and water mails established or ordered within the year, other than those let to contract at the annual letting, giving the route or water-course on which the mail is established; the name of the person employed to transport it; the mode of its transportation; the price to be paid, and the duration of the order or contract. (See H. Ex. Doc. 20, part 3.)

Fifth. A report of all allowances made to contractors above the sums originally stipulated in their respective contracts, and the reasons for the same; and of all orders made whereby additional expense is incurred on any route under the original contract price, giving in each case the route, name of contractor, original service provided for, original price, additional service required, and the additional allowance therefor. (See H. Ex. Doc. 20, part 3.)

Sixth. A report of all curtailments of expenses effected within the preceding year, with particulars as in preceding report. (See H. Ex. Doc. 20, part 3.)

Seventh. A report of the finances of the Department for the preceding year, showing the amount of balance due the Department at the beginning of the year; the amount of postage which accrued during the year; the amount of engagements and liabilities, and the amount actually paid during the year for carrying the mail, separated, so as to show how much of the amount was for carrying the mail in preceding years.

Eighth. A report of the fines imposed on, and deductions made from, the pay of contractors, with name of contractor; the nature of the delinquency; the route on which it occurred; when the fine was imposed, and whether the fine or deduction has been remitted, and if so for what reason. (See H. Ex. Doc. 20, part 2.)

Ninth. A report showing all contracts which have been made by the Department, other than for carrying the mail, with the name of the contractor; the article or thing contracted for; the place where the article was to be delivered or the thing performed; the amount paid therefor, and the date and duration of the contract.

Tenth. A report on the postal business and agencies in foreign countries.

I have the honor to be, your obedient servant,

WM. F. VILAS,
Postmaster-General.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Disbursements under the various appropriations for contingent expenses of the Post-Office Department for the fiscal year ending June 30, 1866.

STATIONERY.

Date.	To whom paid.	Object.	Amount.
1885.			
July 18	J. L. Kervand	Lithographing	$67 10
20	....do	....do	20 00
Aug. 3	National Electric Company	Paper	24 00
13	J. Bradley Adams	Blank books	44 80
14	J. L. Kervand	Lithographing	36 60
19	Jno. R. Mahoney	Paste	12 50
27	J. L. Kervand	Lithographing	34 95
Sept. 1	Mrs. Jos. Ross	Envelope-knives	30 00
1	W. H. Porter	Paper	7 50
2	J. L. Kervand	Lithographing	12 00
3	Jno. C. Parker	Blotter pads	75
3	....do	Record books	14 40
3	Wyckoff, Seamans & Benedict	Ribbons	6 00
12	J. L. Kervand	Lithographing	8 00
21	C. Morrison	Paper and twine	49 50
30	J. C. Parker	Blank books	4 25
Oct. 3	Goodyear Rubber Glove Manufacturing Company.		66 07
5	Thomas G. Hood	Pencils	160 55
7	Holyoke Envelope Company	Envelopes	125 00
7	Wyckoff, Seamans & Benedict	Type-writer materials	7 38
8	W. H. Porter	Carbon paper	12 50
13	J. H. Mann	Copy-books	164 40
13	H. Baumgarten	Paper	2 35
13	J. L. Kervand		10 50
16	Wm. J. C. Dulaney & Co	Stationery	11 25
16	....do	....do	342 83

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

STATIONERY—Continued.

Date.	To whom paid.	Object.	Amount.
1885.			
Oct. 3	Brentano Bro	Blank books	$1 25
7	....do	....do	5 00
23	J. Brad. Adams	Stationery	97 70
23	....do	....do	52 50
27	J. L. Kervand	Lithographing	32 00
27	W. H. Porter	Ribbons	11 34
28	Wyckoff, Seamans & Benedict	Type-writer articles	7 98
Nov. 5	Jas. L. Michael	Blotter, &c	362 07
5	Goodyear Rubber Glove Company	Bands	241 73
7	Wm. J. C. Dulany & Co	Pens	106 75
11	C. W. Thorn & Co	Books, &c	70 70
12	Jno. R. Mahoney	Paste	31 25
17	J. C. Parker	Memorandum books, &c	5 35
17	J. L. Kervand	Stamping	27 60
28	....do	Lithographing	20 00
Dec. 9	Wm. Ballantyne & Son	Ink, &c	814 35
12	J. L. Kervand	Stamping	23 20
29	Wyckoff, Seamans & Benedict	Type-writer articles	15 01
31	J. L Kervand	Lithographing	19 50
1886.			
Jan. 1	Wm. A. Wheeler, jr		1,168 56
6	J. H. Mann	Copy-books	80 20
11 16	J. L. Kervand	Stamping, &c	34 35
25	Jno. R. Mahoney	Paste	25 00
25	J. J. Chapman	Paper, &c	322 08
30	E. Morrison	Paper	5 45
30	W. H. Porter	Ribbon	23 68
30	J. B. Adams	Envelopes, &c	41 45
30	Mrs. J. Ross	Envelope-knives	30 00
Feb. 2	Platner and Porter Manufacturing Company.	Paper	19 60
8	J. L. Kervand	Lithographing	59 50
16	T. G Hood	Pencils	20 20
16	J. R. Michael	Blotters, &c	49 14
16	J. L. Kervand	Lithographing	33 40
24	Goodyear India Rubber Glove Company	Bands	206 40
Mar. 1	H Baumgarten	Ribbon	1 00
11	J. L. Kervand	Lithographing	15 20
12	Wm. A. Wheeler, jr	Leads	10 80
20	J. L. Kervand	Stamping	9 30
27	J. B. Adams	Hektograph	43 63
27	....do	Paper-weights	6 20
Apr. 7	Wm. J. C. Dulany & Co	Pens	5 08
7	Jno. Underwood	Carbon-paper	16 00
7	J. R. Michael	Shears	27 00
12	W. A. Davis	Muciiage	45 00
9	Jno. C. Parker	Books, &c	4 85
12	J. L. Kervand	Stamping	21 20
14	Jas. R. Michael	Ink	39 00
14	J. H. Mann	Letter-books	29 50
17	J. R. Mahoney	Paste	31 25
17	J. B. Adams	Paper, &c	40 40
22	J. H. Mann	Press-books	63 00
22	Platner and Porter Manufacturing Company.	Paper	46 87
24	E. Morrison	Envelopes, &c	29 14
May 3	Joe. H. Mann	Copy-books	33 80
7	J. L. Kervand	Lithographing	23 15
8	Wm. J. C. Dulany & Co	Pens	38 13
13	Wyckoff, Seamans & Benedict	Type-writer articles	8 00
19	W. H. Porter	Copying ribbons	22 68
24	J. B. Adams	Books, pencils, &c	33 90
26	J L. Kervand	Lithographing	12 00
27	E. Morrison	Tags, &c	2 19
June 1	Wm. Ballantyne & Son	Sponges, &c	19 60
2	J. B. Adams	Hektograph	13 70
4	J. C. Fracker	Paper	21 00
11	Jno. F. Paret	Binders	3 50
14	J. L. Kervand	Lithographing	10 00
18	Jno. Mahoney	Paste	18 75
22	J L. Kervand	Stamping, &c	12 50
24	C. W. Thorn & Co	Blank book	1 60
July 6	J. C. Fracker	Carbon paper	19 80
2	W. H. Porter	Ribbons	11 34
2	J. B. Adams	Books, &c	18 75
7	J. R. Michael	Blotters	35 34

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

STATIONERY—Continued.

Date.	To whom paid.	Object.	Amount.
1886.			
July 9	Wm. Ballantyne & Son	Ink, &c	$61 58
13			
14	J. J. Chapman	Silk braid	3 60
19	J. C. Parker	Binders, &c	1 75
19	C. H. Thorn & Co	Day-books, &c	8 75
23	J. L. Kervand	Lithographing	4 00
27	Wyckoff, Seamans & Benedict	Carbon paper	5 00
Aug. 16	Wm. Ballantyne & Son	Paper	30 00
18	J. H. Mann	Press copy-books	50 70
Nov. 26	The White Corbin Company	Envelopes	695 19
	Total expenditures		7,044 19
	Balance unexpended		1,955 81
	Appropriation		9,000 00

FREE PENALTY ENVELOPES.

1885.			
Apr. 17	White, Corbin & Co	Envelopes	$1,533 89
	Balance unexpended		2,066 11
	Appropriation		3,600 00

FUEL AND REPAIRS TO HEATING APPARATUS.

1885.			
Aug. 3	Robt. Boyd	Grate bars	$379 26
14	Chas. Thielecke	Repairing	219 00
Sept. 2	Thos. Somerville & Sons	do	6 35
5	Robt. Boyd	Oil	67 60
24	Johnson Bros	Wood	130 13
30	H. A. Clarke	Coal	2,185 85
Nov. 7	J. W. Sinclair	Repairing pump	45 30
9	Robt. Boyd	Cotton waste	12 25
19	H. A. Clarke	Coal	736 55
Dec. 7	Robt. Boyd	Lubricator	19 50
1886.			
Jan. 11	Jno. A. Butler	Repairing flues	15 00
16	James Talty	Globe valve	9 35
28	R. J. Kennedy	Wood	68 76
Feb. 1	H. A. Clarke	Coal	1,396 89
6	Geo. Ryneal, jr	Oil, &c	2 00
9	James Talty	Material	43 90
Mar. 17	H. A. Clarke	Coal	221 00
18	R. J. Kennedy	Wood	30 56
Apr. 6	Robt. Boyd	Resetting grates	36 35
May 1	do	Oil, &c	134 26
11	H. A. Clarke	Coal	296 80
June 8	Ed. Godey	Lime and sand	1 45
18	Geo. Ryneal, jr	Machine oil	3 50
26	James Talty	Repairing coils	114 36
29	Robt. Boyd	Tube brushes, &c	355 08
July 10	C. Thielecke	Relining furnaces	150 00
28	Pettit & Dripps	Repairs	136 29
	Total expended		6,817 34
	Balance unexpended		382 66
	Appropriation		7,200 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

FUEL, ADDITIONAL BUILDING.

Date.	To whom paid.	Object.	Amount.
1885.			
Nov. 19	H. A. Clarke	Coal	$140 25
1886.			
Feb. 1	do	do	157 15
6	Geo. Ryneal, jr	Oil, &c	1 75
24	Johnson Bros	Wood	2 75
Mar. 17	H. A. Clarke	Coal	134 70
	Total expended		436 60
	Balance unexpended		863 40
	Appropriation		1,300 00

GAS.

1885.			
Aug. 6	Washington Gas-Light Company	Gas	$352 66
Sept. 4	do	do	379 65
Oct. 1	do	do	46 95
3	do	do	357 45
Nov. 4	do	do	470 40
Dec. 8	do	do	489 30
1886.			
Jan. 5	do	do	457 65
6	do	do	55 50
Feb. 3	do	do	581 25
Mar. 1	do	do	60 60
2	do	do	475 35
Apr. 1	do	do	413 70
May 4	do	do	400 50
June 2	do	do	338 10
30	do	do	260 40
Sept. 27	do	do	193 65
	Total expended		5,333 11
	Balance unexpended		1,666 81
	Appropriation		7,000 00

PLUMBING AND GAS FIXTURES.

1885.			
Oct. 5	James Talty	Plumbing articles	$29 30
Nov. 17	do	do	27 60
Dec. 3	do	do	425 00
18	do	Water-closets	600 00
1886.			
Jan. 16	do	Plumbing articles	117 10
22	do	Water-closets	600 00
6	Geo. Ryneal, jr	Alcohol	5 00
9	James Talty	Material	42 71
Mar. 17	do	Water-closets	825 00
May 1	Hayward & Hutchinson	Plumbing	2 30
22	Jno. A. Butler	Ventilator	10 00
26	James Talty	Plumbing	297 50
June 18	Geo. Ryneal, jr	White lead, &c	82
30	Albert Field	Helper	16 50
30	James Talty	Water-closets	260 40
30	do	do	375 07
	Total expended		3,634 30
	Balance unexpended		1,065 70
	Appropriation		4,700 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

TELEGRAPHING.

Date.	To whom paid.	Object.	Amount.
1885.			
Oct. 14	Baltimore and Ohio Telegraph Company	Telegrams	$3 87
15	Western Union Telegraph Company	do	522 93
Nov. 9	do	do	270 18
9	Mutual Union Telegraph Company	do	1 22
1886.			
Jan. 4	Western Union Telegraph Company	do	373 22
Feb. 4	do	do	379 05
Mar. 25	do	do	163 84
31	Baltimore and Ohio Telegraph Company	do	39 67
Apr. 28	Western Union Telegraph Company	do	132 59
May 7, 15	Baltimore and Ohio Telegraph Company	do	23 36
29	Western Union Telegraph Company	do	142 56
22	Baltimore and Ohio Telegraph Company	do	7 95
June 26	Western Union Telegraph Company	do	105 11
July 20	United Lines Telegraph Company	do	1 45
Aug. 14	Western Union Telegraph Company	do	139 89
19	Baltimore and Ohio Telegraph Company	do	13 08
Sept. 2	Western Union Telegraph Company	do	82
Nov. 26	Baltimore and Ohio Telegraph Company	do	28
	Total expenditure		2,321 07
	Balance unexpended		2,678 93
	Appropriation		5,000 00

PAINTING.

1885.			
Aug. 27	J. C. Lee	Painting	$274 00
31	Jno. C. Callahan	do	50 00
Sept. 5, 12, 19	do	do	177 00
19	J. C. Lee	do	411 00
Oct. 16	Armor & Co	Signs	2 00
21	S. S. Parker	Inspector	6 85
Nov. 3	T. A. Brown	Painting roof	413 60
Dec. 4	do	Painting	37 25
1886.			
Feb. 4	do	do	112 80
Mar. 4	do	do	336 34
Apr. 27	do	do	176 45
July 6	do		410 27
	Total expended		2,407 56
	Balance unexpended		2,292 44
	Appropriation		4,700 00

CARPETS AND MATTING.

1885.			
Aug. 5	Petersen & Childs	Carpets	$6 65
Sept. 9	do	do	553 43
Oct. 2	do	do	91 67
Nov. 2	do	do	171 70
Dec. 3	do	do	202 44
1886.			
Jan. 1	do	do	187 56
Feb. 16	do	do	522 96
Mar. 18	do	do	537 42
Apr. 1	do	do	106 33
May 1	do	Mats, &c	44 40
June 22	do	Carpets	96 23
Sept. 2	do	do	1,049 81
	Total expended		3,570 60
	Balance unexpended		2,329 40
	Appropriation		5,900 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

FURNITURE.

Date.	To whom paid.	Object.	Amount.
1885.			
July 28	H. L. Hinkle	Cases	$28 00
Aug. 6	J. G. Weaver & Son	Washstand	65 00
11	Wash. B. Williams	Furniture	51 50
20	V. Lammond	Recaning chairs	15 00
Sept. 9	Petersen & Childs	Hair	45 00
24	Wash. B. Williams	Furniture	51 25
Nov. 9	Robt. Boyd	Chair bottoms	8 25
Dec. 4	Petersen & Childs	Cloth	6 00
8	Wash. B. Williams	Desks, &c	69 50
29	V. Lammond	Recaning chairs	7 50
1886.			
Jan. 6	Petersen & Childs	Carpets, curtains	224 76
Feb. 20	V. Lammond	Recaning chairs	15 00
Apr. 27	....do	....do	10 50
May 7	E. W. Woodruff	Cabinet	106 00
22	W. B. Moses & Son	Chairs	36 40
27	H. O. Towles	Desks, &c	330 50
June 24	V. Lammond	Recaning chairs	15 00
July 17	W. B. Moses & Son	Chair	4 55
Aug. 13	V. Lammond	Recaning chairs	9 00
19	H. O. Towles	Furniture	268 00
	Total expended		1,366 71
	Balance unexpended		6,133 29
	Appropriation		7,500 00

FURNITURE FOR ADDITIONAL BUILDING, MONEY-ORDER OFFICE.

1885.			
Sept. 24	Wash. B. Williams	Table	$17 00
	Balance unexpended		483 00
	Appropriation		500 00

KEEPING OF HORSES AND REPAIRS OF WAGONS AND HARNESS.

1885.			
Aug. 1	J. J. Lanahan	Shoeing	$15 00
20	R. B. Tunnia	Whitewashing	5 00
Sept. 1	J. J. Lanahan	Horseshoeing	11 50
5	Jno. Coughlin	Horse medicine	1 00
5	Jno. McDermott & Bro	Repairs	95 75
9	Wm. M. Galt & Co	Feed	56 99
Oct. 2	J. J. Lanahan	Shoeing	12 00
3	K. Kneessi & Son	Repairing harness	32 00
Nov. 3	J. J. Lanahan	Shoeing	12 00
3	J. McDermott & Bro	Repairs	114 50
Dec. 3	J. J. Lanahan	Shoeing	9 50
12	Wm. M. Clayton	Stable repairs	10 00
1886.			
Jan. 6	J. J. Lanahan	Shoeing	11 00
7	K. Kneessi & Son	Repairs	38 85
16	Jno. McDermott & Bro	....do	6 25
21	Wm. M. Galt & Co	Feed	113 76
Feb. 2	J. J. Lanahan	Shoeing	5 75
2	Michael Neil	....do	6 25
3	James Keleher	Horse-hire	18 00
Mar. 2	M. Neil	Shoeing	8 50
2	Jno. McDermott & Bro	Repairs	18 75
5	Jno. Coughlan	Medicine	1 95
Apr. 3	K. Kneessi & Son	Repairing harness	25 00
5	M. Neil	Shoeing	9 00
7	W. M. Galt & Co	Feed	94 81
May 4	M. Neil	Shoeing	8 25
14	Jno. McDermott & Bro	Repairs	10 10
June 2	M. Neil	Shoeing	7 50
16	W. M. Galt & Co	Horse-feed	95 26
23	Wm. F. Downey	Harness	90 00
30	Jno. Coughlin	Horse medicine	1 35

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

KEEPING OF HORSES AND REPAIRS OF WAGONS AND HARNESS—Continued.

Date.	To whom paid.	Object.	Amount.
1886.			
July 6	K. Kneesi & Son	Harness repairs	$19 65
1	M. Neil	Shoeing	8 25
1	Jno. McDermott & Bro	Repairs	14 50
	Total expended		987 97
	Balance unexpended		512 03
	Appropriation		1,500 00

HARDWARE.

1885.			
Aug. 3	Robt. Boyd	Letter-presses, &c	$62 00
Sept. 5	do	Hardware	52 65
Nov. 2	Petersen & Childs	Curtain-rings	8 40
3	Hayward & Hutchinson	Hardware	75
9	Robt. Boyd	do	53 85
Dec. 7	do	do	24 55
Apr. 6	do	do	178 05
May 1	do	do	43 80
June 29	do	do	110 76
	Total expended		534 81
	Balance unexpended		1,165 19
	Appropriation		1,700 00

MISCELLANEOUS.

1885.			
July 9	H. Baumgarten	Stamps	$10 5
9	Metropolitan Railroad Company	Tickets	10 00
14	W. W. Farr	Clocks	52 00
16	A. Jacobi	Stamps	14 00
11	N. T. Metzger & Bro	Soap, &c	65 00
18	National Railway Publishing Company	Guides	10 64
18	Brodhead & Co	Towels	76 25
21	Wyckoff, Seamans & Benedict	Type-writer	107 50
24	M. A. Gallaher	Work on towels	9 00
27	Wm. M. Bradley & Co	Atlas	25 00
11	Metropolitan Railroad Company	Tickets	10 00
28	S. J. Haislett	Flag	19 00
31	National Broom and Whisk Company	Brooms	5 10
Aug. 1	H. M. McDade	Draping	6 00
1	H. L. Hinkle	do	12 00
1	A. Lindsay	Hauling	14 50
1	W. W. Farr	Care of clocks	12 00
1	M. Stewart	Washing towels	12 60
1	E. Jackson	do	12 90
1	C. McKenna	do	13 20
1	Saml. Lloyd	Watering streets	50 00
3	Robt. Boyd	Sweeps, &c	58 95
3	Brodhead & Co	Mourning goods	132 59
4	N. T. Metzger & Bro	Soap, &c	16 82
4	Jno. Coughlin	Chamois, &c	67 35
5	Petersen & Childs	Holland	32 50
5	M. Twiford	Washing towels	13 50
5	Willett & Libbey	Lumber	50 10
6	National Railway Publishing Company	Guides	5 60
11	Metropolitan Railroad Company	Tickets	5 00
13	Adams Express Company	Express charges	1 00
13	James Hughes	Repairs	11 00
14	Chas. Thielecke	do	16 00
20	V. Lammond	Desk cover	3 00
22	A. Jacobi	Stamps	8 50
26	J. G. Weaver & Son	Moving, &c	448 75
27	Otis Brothers & Co	Elevator packing	61 20
Sept. 1	H. Baumgarten	Stamps, &c	26 85
1	N. T. Metzger & Bro	Matches	9 84
1	W. W. Farr	Care of clocks	12 00
1	Saml. Lloyd	Watering streets	50 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

MISCELLANEOUS—Continued.

Date.	To whom paid.	Object.	Amount.
1885.			
Sept. 2	C. McKenna	Washing towels	$15 30
2	A. Lindsay	Hauling	14 60
2	National Railway Publishing Company	Guides	5 60
3	M. Stewart	Washing towels	16 35
4	M. Twiford	do	16 50
4	E. Jackson	do	15 75
4	Independent Ice Company	Ice	237 96
4	Robt. Boyd	Ladder, &c	11 75
5	John Coughlin	Exterminator	4 75
5	G. W. Knox	Moving safe	15 00
5	M. J. Wine	File-boxes	41 00
10	N. T. Metzger & Bro	Soap	71 98
12	R. W. Mullan	Rent of safe	4 00
18	A. Jacobi	Stamps	34 00
21	E. Morrison	W. C. paper	104 00
22	Callaghan & Co	Books	240 50
30	Metropolitan Railroad Company	Tickets	15 00
Oct. 2	W. W. Farr	Care of clocks	12 00
2	M. Twiford	Washing towels	12 60
2	E. Jackson	do	12 90
2	M. Stewart	do	12 90
2	M. J. Wine	Cases	34 00
2	A. Lindsay	Hauling	14 05
2	Petersen & Childs	Flag, &c	76 80
2	Saml. Lloyd	Watering streets	50 00
3	N. T. Metzger & Bro	Candles, &c	18 84
5	C. McKenna	Washing towels	12 60
7	Otis Brothers & Co	Repairs	22 00
8	Chesapeake and Potomac Telephone Co	Rent	404 85
8	W. H. Porter	Type-writer supplies	3 95
9	Brodhead & Co	Spool cotton	3 30
13	Jno. F. Paret	Letter-files	42 00
13	National Railway Publishing Company	Guides	7 56
17	Wm. F. Lutz	Stamps, &c	21 35
17	National Electric Company	Electric bells	22 08
21	E. G. Wheeler	Baskets	9 88
21	Brodhead & Co	Towels	42 00
21	Independent Ice Company	Ice	111 30
21	Adams Express Company	Express charges	6 50
Nov. 2	Petersen & Childs	Cleaning laces	18 00
3	E. Jackson	Washing towels	13 20
3	J. McDermott & Bro	Carriage hire	7 50
3	W. W. Farr	Care of clocks	12 00
3	C. M. Barrick	Subscription to paper	2 00
3	A. Lindsay	Hauling	14 45
4	C. M. Barrick	Subscription to paper	3 00
4	C. McKenna	Washing towels	13 20
4	M. J. Wine	File-boxes	15 54
4	N. T. Metzger & Bro	Lye, &c	18 52
6	S. Belt	Washing towels	14 70
6	National Railway Publishing Company	Guides	4 20
7	J. C. Parker	W. C. paper	110 00
9	M. Twiford	Washing towels	13 35
12	C. Mannel	Rigging halyard	2 00
17	Wyckoff, Seamans & Benedict	Type-writer	102 60
17	G. W. & C. B. Colton & Co	Map	12 50
17	Adams Express Company	Express charges	55
19	Independent Ice Company	Ice	97 64
Dec. 2	H. McDade	Draping	5 00
3	C. McKenna	Washing towels	16 50
3	W. W. Farr	Care of clocks	12 00
3	A. Lindsay	Hauling	14 95
4	E. Jackson	Washing towels	16 65
5	Petersen & Childs	Mourning	142 80
5	Brodhead & Co	Cotton cloth	6 82
5	W. F. Lutz	Stamp	6 75
5	M. Twiford	Washing towels	16 50
5	H. L. Hinkle	Draping	6 00
7	S. Belt	Washing towels	18 00
8	T. J. McNickle	Repairing	8 87
8	National Broom and Whisk Company	Brooms	10 50
9	Metropolitan Railroad Company	Tickets	10 00
10	T. A. Ladson	Mending pitcher	1 00
10	W. H. Porter	Caligraph	100 00
10	Independent Ice Company	Ice	84 64
11	W. E. Hooper & Sons	Awning material	74 94
11	National Railway Publishing Company	Guides	4 20

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

MISCELLANEOUS—Continued.

Date.	To whom paid.	Object.	Amount.
1885.			
Dec. 12	N. T. Metzger & Bro	Soap	$71 98
12	Bernard Bailey	Hose	34 00
12	Metropolitan Railroad Company	Tickets	10 00
17	J. W. Sinclair	Repairing elevator	7 50
31	A. Lindsay	Hauling	12 50
1886.			
Jan. 2	H. Baumgarten	Stamps	22 50
2	E. Jackson	Washing towels	12 90
2	C. McKenna	do	12 75
2	M. Twiford	do	13 50
2	H. L. Hinkle	Cases	34 50
2	N. T. Metzger & Bro	Matches	9 84
2	W. W. Farr	Care of clocks	12 00
5	Chesapeake and Potomac Telephone Co.	Telephone rent	254 29
6	Mrs. S. Belt	Washing	12 90
7	Willett & Libbey	Lumber	137 92
7	National Electric Company	Bells	67 57
8	National Railway Publishing Company	Guides	7 56
8	C. Schneider	Opening safe	50 25
14	Independent Ice Company	Ice	87 68
14	W. H. Sincell	Weather sash	55 00
19	E. G. Wheeler	Robe	49 37
19	J. B. Adams	Directories	56 00
22	W. H. Pickelheimer	Cases	18 00
22	C. M. Barrick	Newspaper	3 00
23	Samuel Deckman	Manuring lawns	18 00
25	H. Baumgarten	Stamps, &c	37 75
26	Wenzel Pneumatic Clock Company	Pneumatic clocks	140 40
28	Brodhead & Co.	Towels	40 00
30	M. Twiford	Washing towels	14 25
30	W. H. Pickelheimer	Cases	16 00
Feb. 1	C. McKenna	Washing towels	12 80
1	E. Jackson	do	13 65
2	S. Belt	do	13 50
2	W. W. Farr	Care of clocks	12 00
2	A. Lindsay	Hauling	28 75
3	National Railway Publishing Company	Guides	3 92
4	N. T. Metzger & Bro	Matches, &c	18 32
6	Geo. Ryneal, jr	Brushes, &c	55 19
9	Independent Ice Company	Ice	71 18
12	Metropolitan Railroad Company	Tickets	10 00
13	W. H. Pickelheimer	Cases	24 00
15	Metropolitan Railroad Company	Tickets	5 00
16	Petersen & Childs	Rollers, &c	23 00
18	N. T. Metzger & Bro	Dusters	11 84
20	E. G. Wheeler	Rope, &c	27 12
20	R. P. Janney	Cases	14 40
24	do	File-cases	637 00
25	C. McKenna	Washing towels	13 50
26	S. Belt	do	13 20
27	W. W. Farr	Care of clocks	15 00
27	W. H. Pickelheimer	File-cases	24 00
Mar. 1	E. Jackson	Washing towels	13 65
2	A. Lindsay	Hauling	19 75
2	S. J. Haislett	Flag	15 00
2	H. Baumgarten	Stamps	6 50
4	National Railway Publishing Company	Guides	3 92
4	J. B. Adams	Directories	15 00
4	Jno. Coughlin	Sponges	53 00
4	M. Twiford	Washing towels	14 40
6	N. T. Metzger & Bro	Soap	43 32
9	C. Manuel	Rigging	10 00
10	J. C. Parker	W. C. paper	110 00
11	Independent Ice Company	Ice	63 93
12	Willett & Libbey	Lumber	121 40
15	W. H. Pickelheimer	Cases	26 00
18	T. A. Ladson	Mending	3 00
20	Geo. Watts & Son	Tumblers, &c	113 50
22	T. J. McMickle	Work on tiles	37 00
22	N. T. Metzger & Bro	Matches	9 84
25	C. Schneider	Repairing locks	5 00
27	Samuel Deckerman	Work on lawns	8 00
31	W. H. Pickelheimer	Cases	28 00
31	C. McKenna	Washing towels	17 40
Apr. 2	M. Twiford	do	18 30
2	S. Belt	do	17 40
2	E. Jackson	do	17 85

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

MISCELLANEOUS—Continued.

Date.	To whom paid.	Object.	Amount.
1886.			
Apr. 2	A. Lindsay	Hauling	$20 85
2	N. T. Metzger & Bro	Soap	15 86
3	W. W. Farr	Care of clocks	12 00
3	Samuel Deckman	Sodding	50 00
5	Chesapeake and Potomac Telegraph Company.	Rent	242 00
6	Robert Boyd	Weather strips	27 88
7	National Electric Company	Bells	28 80
7	National Railway Publishing Company	Guides	7 56
8	Louis & Murray	Ventilators	34 00
9	Samuel Deckman	Sodding	20 00
9	C. Smith	Work on awnings	10 44
9	E. G. Wheeler	Repairing sacks	13 10
14	Independent Ice Company	Ice	77 96
14	W. W. Farr	Clocks	82 00
15	W. H. Pickelheimer	Cases	26 00
17	R. P. Janney	File-boxes	40 00
19	H. Baumgarten	Stamps	44 25
22	Metropolitan Railroad Company	Tickets	5 00
24	N. T. Metzger & Bro	Matches	9 84
24	do	Dusters	23 68
29	E. Jackson	Washing towels	14 40
30	C. McKenna	do	14 25
May 1	M. Twiford	do	14 85
1	S. Belt	do	14 10
1	W. W. Farr	Care of clocks	12 00
1	A. Lindsay	Hauling	14 20
1	Robert Boyd	Dusters, &c	16 90
1	Petersen & Childs	Lambrequins	10 00
3	John Coughlin	Chamois	8 25
7	E. W. Woodruff	File-holders	10 80
7	B. Westerman & Co	Maps	8 61
8	A. B. Burns	Relaying tiles	25 00
10	Goodyear Rubber Company	Hose	39 30
10	National Railway Publishing Company	Guides	3 92
11	Chelsea Jute Mills	Sacks	102 00
12	N. T. Metzger & Bro	Soap	43 32
12	Independent Ice Company	Ice	81 05
12	Charles M. Barrick	Papers	3 00
13	Wyckoff, Seamans & Benedict	Type-writers	288 85
13	A. B. Burns	Resetting tiles	100 00
13	S. J. Haislett	Flag	9 00
15	W. H. Pickelheimer	Cases	14 00
17	West Publishing Company	Law books	72 50
22	W. W. Farr	Clocks	15 00
26	G. W. Knox	Moving safe	18 00
27	John A. Baker	Bone dust	3 50
27	Willett & Libbey	Lumber	87 50
27	W. H. Pickelheimer	Cases	24 00
29	A. Lindsay	Hauling	12 30
June 2	J. H. Brown	Whitewashing	4 00
2	W. W. Farr	Care of clocks	12 00
3	M. Twiford	Washing towels	17 70
3	C. McKenna	do	17 40
3	S. Belt	do	17 10
4	E. Jackson	do	17 40
4	National Railway Publishing Company	Guides	3 92
7	National View	Advertising	21 60
8	Adams Express Company	Express charges	2 00
8	Sunday Herald	Advertising	17 55
10	N. T. Metzger & Bro	Matches, &c	13 34
10	Independent Ice Company	Ice	91 49
11	George Watts	Ice-pitchers, &c	50 94
11	Washington Post	Advertising	23 10
12	Hatchet	do	11 87
14	Wyckoff, Seamans & Benedict	Type-writer	115 00
15	Metropolitan Railroad Company	Tickets	10 00
15	W. H. Pickelheimer	Cases	26 00
16	Washington Critic	Advertising	15 19
18	George Ryneal, jr	Oil	1 20
22	Petersen & Childs	Rep, &c	82 10
22	A. S. Abell & Co	Advertising	18 00
24	E. E. Rider	Brooms	3 25
25	W. H. Morrison	Law books	6 50
29	Robert Boyd	Buckets	6 00
29	C. McKenna	Washing towels	14 10
30	John Coughlin	Yarnall paste	4 50

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

MISCELLANEOUS—Continued.

Date.	To whom paid.	Object.	Amount.
1886.			
June 30	W. H. Pickelheimer	Making cases	$26 00
July 1	W. W. Farr	Care of clocks	12 00
1	Willett & Libbey	Lumber	195 47
1	A. Lindsay	Hauling	13 05
1	S. Belt	Washing towels	13 80
1	M. Twiford	do	14 10
2	E. Jackson	do	14 10
2	W. H. Porter	Repairing caligraph	6 50
2	West Publishing Company	Books	1 50
7	National Electric Company	Bells	32 81
1	Chesapeake and Potomac Telephone Co.	Rent	242 00
9	Otis Brothers & Co	Elevator repairs	44 85
9	H. Baumgarten	Stamps	30 55
10	Independent Ice Company	Ice	97 10
10	Charles M. Barrick	Subscription to papers	3 00
13	M. E. Mann	Cyclopedia	7 00
13	National Broom and Whisk Company	Brooms	15 45
21	E. W. Woodruff	File-holders	3 00
24	E. G. Wheeler	Baskets	9 88
27	Wyckoff, Seamans & Benedict	Repairs	12 00
27	T. A. Ladson	Repairing ice-pitcher	50
Aug. 13	M. Curlander	Reports	6 50
Oct. 4	Chesapeake and Potomac Telephone Co	Repairs	3 00
4	National Republican Company	Advertising	12 95
	Total expended		10,897 93
	Balance unexpended		2,102 07
	Appropriation		13,000 00

MISCELLANEOUS ITEMS, ADDITIONAL BUILDING, MONEY-ORDER OFFICE.

1885.			
Sept. 2	A. Lindsay	Hauling	$5 95
Oct. 2	do	do	1 05
Nov. 3	do	do	70
Dec. 2	do	do	1 75
Feb. 2	do	do	3 50
11	J. G. Weaver & Son	Skylights, &c	18 75
Mar. 2	A. Lindsay	Hauling	2 10
20	George Watts & Son	Tapers, &c	8 50
Apr. 2	A. Lindsay	Hauling	2 45
May 1	do	do	1 75
27	S. J. Haislett	Awnings	68 00
	Total expended		114 50
	Balance unexpended		385 50
	Appropriation		500 00

RENT OF TOPOGRAPHER'S OFFICE.

1885.			
Aug. 1	Hayward & Hutchinson	Rent	$125 00
Sept. 1	do	do	125 00
Oct. 1	do	do	125 00
Nov. 3	do	do	125 00
Dec. 3	do	do	125 00
1886.			
Jan. 2	do	do	125 00
Feb. 1	do	do	125 00
Mar. 1	do	do	125 00
31	do	do	125 00
May 1	do	do	125 00
June 1	do	do	125 00
30	do	do	125 00
	Total expended		1,500 00
	Appropriation		1,500 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

RENT OF MONEY-ORDER OFFICE.

Date.	To whom paid.	Object.	Amount.
1885.			
Oct. 2	Hoe & Beverley	Rent	$2,000 00
1886.			
Jan. 4	do	do	2,000 00
Mar. 31	do	do	2,000 00
June 30	do	do	2,000 00
	Total expended		8,000 00
	Appropriation		8,000 00

RENT OF ADDITIONAL BUILDING, MONEY-ORDER OFFICE.

1885.			
Sept. 29	L. G. Marini	Rent	$375 00
Oct. 15	do	do	375 00
Nov. 14	do	do	375 00
Dec. 15	do	do	375 00
1886.			
Jan. 16	do	do	375 00
Feb. 16	do	do	375 00
Mar. 15	do	do	375 00
Apr. 15	do	do	375 00
May 15	do	do	375 00
June 15	do	do	375 00
July 16	do	do	375 00
	Total expended		4,125 00
	Balance unexpended		375 00
	Appropriation		4,500 00

PUBLICATION OF OFFICIAL POSTAL GUIDES.

1885.			
Sept. 16	Callaghan & Co	Guides	$1,200 00
Nov. 2	do	do	600 00
20	do	do	600 00
Dec. 31	do	do	600 00
1886.			
Feb. 2	do	do	6,816 00
24	do	do	600 00
Mar. 18	do	do	606 60
26	do	do	55 00
Apr. 17	do	do	610 00
May 17, 27	do	do	676 00
June 24	do	do	610 00
28	do	do	115 00
July 9	do	do	620 00
	Total expended		13,708 60
	Balance unexpended		15,291 40
	Appropriation		29,000 00

MISCELLANEOUS EXPENSES, TOPOGRAPHER'S OFFICE.

1885.			
Aug. 11	D. McClelland	Engraving	$350 00
13	Adams Express Company	Express charges	1 25
18	W. L. Nicholson	Traveling	8 00
Sept. 23	B. A. Collonna	Proofs	20 00
23	A. Hoen & Co	Drayage, &c	150 63
Oct. 2	do	Post-route maps	2,458 33
9	M. Brodhead	Cotton cloth	159 47
31	A. Hoen & Co	Post-route maps	2,458 33
Nov. 6	F. A. Schmidt	India ink, &c	10 50
17	G. W. and C. B Colton	Maps	10 00
17	J. L. Smith	do	17 50
Dec. 19	W. L. Nicholson	Traveling	4 30

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

MISCELLANEOUS EXPENSES, TOPOGRAPHER'S OFFICE—Continued.

Date.	To whom paid.	Object.	Amount.
1885.			
Dec. 31	A. Hoen & Co	Maps	$2,458 33
31	H. L. Hinkle	Map-rollers	96 18
1886.			
Jan. 2	M. Brodhead	Cotton cloth	210 83
6	F. A. Schmidt	Pencils, &c	17 80
Feb. 24	do	Drawing materials	26 40
Mar. 2	H. L. Hinkle	Map-rollers, &c	66 92
2	H. Baumgarten	Stamp	7 00
4	A. Hoen & Co	Post-route maps	2,458 33
6	N. T. Metzger & Bro	Flour, &c	2 75
25	F. A. Schmidt	India ink	3 50
26	G. W. and C. B. Colton & Co	Map	22 50
Apr. 6	Robt. Boyd	Screw-eyes	3 60
28	H. L. Hinkle	Map-rollers	29 40
May 1	F. A. Schmidt	Tracing linen	9 75
1	Robert Boyd	Tacks, &c	4 15
3	A. Hoen & Co	Post-route maps	2,458 34
12	Brodhead & Co	Cotton cloth	106 85
27	E. Morrison	Mailing tubes	110 50
27	H. L. Hinkle	Map-rollers	52 92
June 5	F. A. Schmidt	Drawing articles	23 24
7	Washington Chronicle	Advertising	15 60
8	Adams Express Company	Express charges	40
8	Sunday Herald	Advertising	11 70
10	Philadelphia Times	do	11 40
10	New York News Publishing Company	do	22 80
10	New York Times	do	22 00
11	Washington Post	do	14 70
11	Post Publishing Company	do	7 60
16	Journal of Commerce	do	14 40
16	New York Star	do	16 80
16	Chicago Times	do	21 00
16	Evening Chronicle-Herald	do	13 80
19	A. S. Abell & Co	do	12 00
23	Chicago Herald Company	do	16 80
23	American Graphic Company	do	20 00
22	Petersen & Childs	Rollers	40 25
29	Robert Boyd	Screw-eyes	7 25
July 2	H. L. Hinkle	Rollers	102 56
2	The Railroad Gazette	Subscription	4 20
2	B. T. Johnson & Co	do	2 00
2	The American Railroad Journal	do	3 00
6	The Railway Age Publishing Company	do	4 00
6	A. Hoen & Co	Post-route maps	2,458 34
6	Brodhead & Co	Cotton cloth	96 45
10	N. T. Metzger & Co	Flour	1 75
19	Chicago Daily News Company	Advertising	35 20
22	New York Herald	do	34 20
27	The Capital	do	7 80
27	National Railway Publishing Company	Guides	12 00
Aug. 16	A. Hoen & Co	Post-route maps	107 50
18	Chicago Mail	Advertising	10 08
Sept. 6	The Evening Star	do	12 60
Oct. 2	National Republican Company	do	8 51
2	E. Morrison	Straw boards	3 75
Nov. 26	R. M. Pulsifer & Co	Advertising	8 50
	Expended		16,998 54
	Balance unexpended		5,253 46
	Total		22,252 00
	Appropriation		20,000 00
	Realized from sales of post-route maps		2,252 00
	Total		22,252 00

Disbursements under the various appropriations for contingent expenses of the Post-Office Department, &c.—Continued.

FOREIGN POSTAGE.

Date.	To whom paid.	Object.	Amount.
1885.			
July 15	Washington city post-office	Stamps	$50 00
Sept. 30	do	do	50 00
Nov. 30	do	do	75 00
Dec. 12	do	do	25 00
30	do	do	25 00
1886.			
Jan. 11	do	do	50 00
Feb. 20	do	do	50 00
Mar. 23	do	do	23 50
Apr. 10	do	do	50 00
June 15	do	do	50 00
	Total expended		448 50
	Balance unexpended		51 50
	Appropriation		500 00

Officers and employés in the Post-Office Department, fiscal year ending June 30, 1886.

Name.	Office.	Time employed.	Annual salary.	Amount received.
Wm. F. Vilas	Postmaster-General	One year	$8,000	$8,000 00
Malcolm Hay	First Assistant Postmaster-General.	July 1 to 5, 1886	4,000	54 35
A. E. Stevenson	do	July 6 to June 30, 1886	4,000	3,945 61
A. Leo Knott	Second Assistant Postmaster-General.	One year	4,000	4,000 00
A. D. Hazen	Third Assistant Postmaster-General.	do	4,000	4,000 00
C. F. Macdonald	Superintendent of Money-Order System.	do	3,500	3,500 00
N. M. Bell	Superintendent of Foreign Mails.	do	3,000	3,000 00
W. L. Nicholson	Topographer	do	2,500	2,500 00
J. W. Nichol	Law clerk	do	2,500	2,500 00
C. M. Walker	Chief clerk Post-Office Department.	July 1 and 2, 1885	2,500	13 59
T. E. Nash	do	July 3, 1885, to June 30, 1886.	2,500	2,486 41
J. H. Marr	Chief clerk office of First Assistant Postmaster-General.	One year	2,500	2,500 00
J. B. Baird	Chief of Dead-Letter Office	do	2,250	2,250 00
E. B. George	Chief of Division of Postage Stamps	July 1 to Dec. 31, 1885	2,250	1,125 00
G. A. Howard	Clerk class 4 and chief of Division of Postage-Stamps.	July 1 to Dec. 31, 1885 Jan. 1 to June 30, 1886	1,600 2,250	1,925 00
A. H. Scott	Chief of Salary and Allowance Division.	One year	2,200	2,200 00
P. C. Smith	Disbursing clerk and superintendent.	do	2,100	2,100 00
R. W. Gurley	Superintendent of Free Delivery.	July 1, 1885, to Jan. 3, 1886	2,100	1,067 50
J. F. Bates	do	Jan. 4 to June 30, 1886	2,100	1,032 53
E. C. Fowler	Chief of Appointment Division	One year	2,000	2,000 00
M. Noyes	Chief of Division of Post-Office Supplies.	do	2,000	2,000 00
T. E. Roach	Chief of Bond Division	do	2,000	2,000 00
A. B. Hurt	Chief of Railway Adjustment Division.	do	2,000	2,000 00
J. J. Crawford	Chief of Inspection Division	July 1 to April 28, 1886	2,000	1,653 85
J. T. Goolrick	do	June 1 to 30, 1886	2,000	164 80
G. W. Wells	Chief of Finance Division	One year	2,000	2,000 00
G. M. Sweney	Chief clerk to Second Assistant Postmaster-General.	do	2,000	2,000 00
W. B. Cooley	Chief clerk Money-Order System.	do	2,000	2,000 00
M. Davis	Chief clerk to Third Assistant Postmaster-General.	do	2,000	2,000 00
N. M. Brooks	Chief clerk office of Foreign Mails.	do	2,000	2,000 00
J. Maynard	Chief clerk office of Mail Depredations.	do	2,000	2,000 00
J. A. Vose	Appointment clerk Clerk class 3	July 1 to Oct. 18, 1885 Oct. 19, 1885, to June 30, 1886.	1,800 1,600	1,659 76

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
J. Cronley	Appointment clerk	Oct. 19 to Nov. 21, 1885	$1,800	$166 31
E. C. McLure	do	Mar. 19 to June 30, 1886	1,800	515 00
J. B. Minick	Stenographer	One year	1,800	1,800 00
J. McK. Borden	Skilled draughtsman	do	1,800	1,800 00
E. Freyhold	do	do	1,800	1,800 00
Avon Haake	do	do	1,800	1,800 00
W. B. Todd	do	do	1,800	1,800 00
G. J. Brewer	Clerk class 4	do	1,800	1,800 00
W. Burlingame	do	do	1,800	1,800 00
J. Cochran	do	do	1,800	1,800 00
J. H. Falconar	do	do	1,800	1,800 00
E. S. Hall	do	do	1,800	1,800 00
D. Haynes	do	do	1,800	1,800 00
H. Jacobson	do	do	1,800	1,800 00
H. L. Johnson	do	do	1,800	1,800 00
W. A. Knapp	do	do	1,800	1,800 00
S. L. King	do	do	1,800	1,800 00
C. B. Lang	do	do	1,800	1,800 00
T. F. Maguire	do	do	1,800	1,800 00
T. B. Marche	do	do	1,800	1,800 00
J. Meigs	do	do	1,800	1,800 00
J. H. Olcott	do	do	1,800	1,800 00
J. M. Parke	do	do	1,800	1,800 00
W. G. Perry	do	do	1,800	1,800 00
O. Riley	do	do	1,800	1,800 00
F. H. Rainey	do	do	1,800	1,800 00
S. R. Strattan	do	do	1,800	1,800 00
A. Somerville	do	do	1,800	1,800 00
H. Waddell	do	do	1,800	1,800 00
J. Warner	do	do	1,800	1,800 00
L. Watkins	do	do	1,800	1,800 00
G. F. White	do	do	1,800	1,800 00
O. W. Guerdrum	Skilled draughtsman	do	1,600	1,600 00
P. Kuhnel	do	do	1,600	1,600 00
F. A. Rock	do	do	1,600	1,600 00
N. P. Aldrich	Clerk class 3	do	1,600	1,600 00
J. R. M. Ash	do	do	1,600	1,600 00
J. H. Alexander	do	do	1,600	1,600 00
W. W. Baker	do	do	1,600	1,600 00
F. E. Baukhages	do	do	1,600	1,600 00
C. P. Blackmar	do	do	1,600	1,600 00
J. F. Billard	do	do	1,600	1,600 00
H. M. W. Brainard	do	do	1,600	1,600 00
J. F. H. Blois	do	do	1,600	1,600 00
J. B. Brownlow	do	do	1,600	1,600 00
R. T. Bryan	do	do	1,600	1,600 00
J. Burroughs	do	do	1,600	1,600 00
D. H. Burr	do	do	1,600	1,600 00
J. T. Callaghan	do	do	1,600	1,600 00
J. B. Carns	do	do	1,600	1,600 00
F. D. Cleary	do	do	1,600	1,600 00
J. H. Crew	do	do	1,600	1,600 00
B. C. Coon	do	do	1,600	1,600 00
W. S. Daniels	do	do	1,600	1,600 00
J. N. Davis	do	do	1,600	1,600 00
M. Davis	do	do	1,600	1,600 00
W. S. Davis	do	do	1,600	1,600 00
C. N. Dalzell	do	do	1,600	1,600 00
C. B. Dickey	do	do	1,600	1,600 00
J. N. Dorris	do	do	1,600	1,600 00
W. P. Dumble	do	do	1,600	1,600 00
J. L. Elliott	do	do	1,600	1,600 00
F. B. Farnsworth	do	do	1,600	1,600 00
G. G. Fenton	do	do	1,600	1,600 00
H. J. Finley	do	do	1,600	1,600 00
H. G. Forker	do	July 1 to Aug. 15, 1885	1,600	200 02
D. C. Fountain	do	One year	.....	1,600 00
S. D. Fry	do	July 1, 1885, to Feb. 19, 1886	1,600	1,527 84
	Clerk class 2	Feb. 20 to June 30, 1886	1,400	
N. B. Fugitt	Clerk class 3	One year	1,600	1,600 00
G. E. Gambrill	do	do	1,600	1,600 00
W. Green	do	do	1,600	1,600 00
J. Goldsborough	do	do	1,600	1,600 00
J. N. Gordon	do	do	1,600	1,600 00
L. A. Harvey	do	do	1,600	1,600 00
G. E. Hale	do	do	1,600	1,600 00
O. E. Hart	do	do	1,600	1,600 00
E. Hayes	do	do	1,600	1,600 00
C. Hughes	do	do	1,600	1,600 00
J. L. Husband	do	do	1,600	1,600 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
J. L. Jones	Clerk class 3	One year	$1,600	$1,600 00
H. A. Kelly	do	do	1,600	1,600 00
E. L. Kupfer	do	do	1,600	1,600 00
G. H. La Fetra	do	do	1,600	1,600 00
W. S. Nicholson	do	do	1,600	1,600 00
E. S. Maloney	do	do	1,600	1,600 00
L. S. Mortimer	do	do	1,600	1,600 00
C. W. Morgan	do	do	1,600	1,600 00
J. C. Morgan	do	do	1,600	1,600 00
A. F. Moulden	do	do	1,600	1,600 00
W. A. McNulty	do	do	1,600	1,600 00
G. F. Page	do	do	1,600	1,600 00
H. C. Powell	do	do	1,600	1,600 00
W. H. Powell	do	do	1,600	1,600 00
J. H. Pryor	do	July 1 to Dec. 15, 1885	1,600	730 20
J. H. Reeve	do	One year	1,600	1,600 00
T. F. Rea	do	do	1,600	1,600 00
A. H. G. Richardson	do	do	1,600	1,600 00
W. D. Rudy	do	do	1,600	1,600 00
G. D. Scott	do	do	1,600	1,600 00
A. Shaw	do	do	1,600	1,600 00
W. B Slemons	do	July 1 to Aug. 7, 1885	1,600	165 23
B. W. Smith	do	One year	1,600	1,600 00
O. Smith	do	do	1,600	1,600 00
W. Spangler	do	do	1,600	1,600 00
J. F. Stock	do	do	1,600	1,600 00
G. F. Stone	do	do	1,600	1,600 00
T. S. Taylor	do	do	1,600	1,600 00
S. Thomas	do	do	1,600	1,600 00
J. G. Thompson	do	do	1,600	1,600 00
W. L. S. Townshend	do	do	1,600	1,600 00
S. G. Trott	do	do	1,600	1,600 00
W. H. Thumlert	do	do	1,600	1,600 00
P. A. Tracy	do	do	1,600	1,600 00
W. V. W. Weaver	do	do	1,600	1,600 00
J. H. Williams	do	do	1,600	1,600 00
J. W. F. Williams	do	do	1,600	1,600 00
A. M. Wilson	do	do	1,600	1,600 00
D. P. Woodruff	do	do	1,600	1,600 00
J. M. Young	do	do	1,600	1,600 00
A. W. Bingham	do	do	1,600	1,600 00
E. P. Mallory	do	July 1 to Aug. 17, 1885	1,600	208 71
W. D. Haynie	do	Aug. 22, 1885, to June 30, 1886	1,600	1,373 88
N. A. C. Smith	do	Feb. 20 to June 30, 1886	1,600	577 80
E. J. Collett	Skilled draughtsman	One year	1,400	1,400 00
A. Coe	do	do	1,400	1,400 00
S. J. McCathran	do	do	1,400	1,400 00
W. E. Schneider	do	do	1,400	1,400 00
D. H. Daneker	Engineer		1,400	1,400 00
C. P. Archibald	Clerk class 2	One year	1,400	1,400 00
C. W. Applee	do	do	1,400	1,400 00
J. S. Beard	do	do	1,400	1,400 00
L. E. Beall	do	July 1, 1885, to June 9, 1886	1,400	1,319 22
S. Beight	do	One year	1,400	1,400 00
C. H. Burnham	do	do	1,400	1,400 00
J. B. Burnside	do	do	1,400	1,400 00
H. H. Clapp	do	do	1,400	1,400 00
T. E. Clifton	do	do	1,400	1,400 00
J. F. Canfield	do	July 1 to Aug. 17, 1885	1,400	178 77
L. Chase	do	One year	1,400	1,400 00
P. L. Collins	do	July 1 to 31, 1885	1,400	1,583 10
	Clerk class 3	Aug. 1, 1885, to June 30, 1886	1,600	
W. G. Corey	Clerk class 2	July 1 to 28, 1885	1,400	106 52
J. W. Compton	do	One year	1,400	1,400 00
W. F. Crane	do	do	1,400	1,400 00
J. D. Croissant	do	do	1,400	1,400 00
E. B. Curtis	do	do	1,400	1,400 00
H. A. Davis	do	do	1,400	1,400 00
J. B. Diehl	do	July 1, 1885, to March 23, 1886	1,400	1,018 84
H. G. Douglas	do	One year	1,400	1,400 00
G. F. Dudley	do	do	1,400	1,400 00
A. E. Helm	do	do	1,400	1,400 00
W. R. Hooper	do	do	1,400	1,400 00
H. N. Howard	do	do	1,400	1,400 00
L. G. Huling, jr	do	July 1 to 24, 1885	1,400	91 30
A. B. Hurlbert	do	One year	1,400	1,400 00
K. K. Kennedy	do	July 1 to Aug. 31, 1885	1,400	1,566 20
	Clerk class 3	Sept. 1, 1885, to June 30, 1886	1,600	
J. H. Kimball	Clerk class 2	One year	1,400	1,400 00
T. F. King	do	do	1,400	1,400 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
T. M. Kellinger	Clerk class 2	One year	$1,400	$1,400 00
C. S. Knodle	do	do	1,400	1,400 00
R. S. Lawrenson	do	do	1,400	1,400 00
B. Lathrop	do	do	1,400	1,400 00
W. H. Landvoigt	do	do	1,400	1,400 00
M. H. Livingston	do	do	1,400	1,400 00
H. M. Le Duc	do	do	1,400	1,400 00
C. M. Levy	do	July 1 to Sept. 20, 1885; Sept. 27, 1885, to June 30, 1886.	1,400	1,377 10
J. P. Lewis	do	One year	1,400	1,400 00
S. S. Luttrell	do	do	1,400	1,400 00
C. Lyman	do	do	1,400	1,400 00
J. E. McCabe	do	do	1,400	1,400 00
T. E. McCracken	do	do	1,400	1,400 00
L. Melius	do	July 1 to Dec. 31, 1885	1,400	1,500 00
	Clerk class 3	Jan. 1 to June 30, 1886	1,600	
J. Millard	Clerk class 2	One year	1,400	1,400 00
J. Monaghan	do	do	1,400	1,400 00
G. O. Moore	do	July 1, 1885, to Jan. 11, 1886	1,400	1,493 87
	Clerk class 3	Jan. 12 to June 30, 1886	1,600	
G. F. Nixon	Clerk class 2	One year	1,400	1,400 00
C. Ourand	do	do	1,400	1,400 00
J. I. Porter	do	do	1,400	1,400 00
L. C. Purman	do	July 1, 1885, to Jan. 11, 1886	1,400	1,493 87
	Clerk class 3	Jan. 12 to June 30, 1886	1,600	
J. B. Quay	Clerk class 2	One year	1,400	1,400 00
C. M. Richter	do	do	1,400	1,400 00
E. P. Rhoderick	do	do	1,400	1,400 00
W. G. Russell	do	do	1,400	1,400 00
R. Sewell	do	do	1,400	1,400 00
G. W. Smith	do	do	1,400	1,400 00
I. H. Sykes	do	do	1,400	1,400 00
A. R. Thurlow	do	do	1,400	1,400 00
S. H. Thornburgh	do	do	1,400	1,400 00
I. E. W. Thompson	do	do	1,400	1,400 00
W. H. Tufts	do	do	1,400	1,400 00
E. Vincent	do	do	1,400	1,400 00
T. Wallsh	do	July 1, 1885, to Feb. 6, 1886	1,400	843 93
G. H. Warner	do	One year	1,400	1,400 00
H. H. Webber	do	July 1 to Oct. 4, 1885; Oct. 25 to June 30, 1886.	1,400	1,323 95
T. D. Winter	do	One year	1,400	1,400 00
E. R. York	do	do	1,400	1,400 00
M. V. Benkert	Skilled draughtsman	do	1,200	1,200 00
F. M. Price	do	do	1,200	1,200 00
S. B. Ivons	do	do	1,200	1,200 00
E. B. Eakle	Examiner	do	1,200	1,200 00
R. N. C. Riker	Map mounter	do	1,200	1,200 00
H. W. Hinkle	Carpenter	do	1,200	1,200 00
J. S. Bailey	Clerk class 1	do	1,200	1,200 00
J. R. Birckhead	do	do	1,200	1,200 00
G. W. Bowman	do	do	1,200	1,200 00
R. B. Brown	do	do	1,200	1,200 00
W. S. Browning	do	do	1,200	1,200 00
G. M. Brumbaugh	do	do	1,200	1,200 00
A. B. Bushnell	do	July 1 to Aug. 31, 1885	1,200	1,366 40
	Clerk class 2	Aug. 31, 1885, to June 30, 1886	1,400	
J. C. Chapin	Clerk class 1	One year	1,200	1,200 00
D. S. Christy	do	do	1,200	1,200 00
W. G. Coleman	do	July 1 to March 27; April 1 to 12, 1886.	1,200	946 04
J. A. Converse	do	One year	1,200	1,200 00
G. A. Copeland	do	do	1,200	1,200 00
W. E. Corbin	do	do	1,200	1,200 00
M. Collins	do	do	1,200	1,200 00
W. W. Cordell	do	do	1,200	1,200 00
J. H. Cook	do	July 1 to March 29; April 1 to June 30, 1886.	1,200	1,193 37
P. B. Cook	do	One year	1,200	1,200 00
W. B. Cudlip	do	do	1,200	1,200 00
U. G. Cunningham	do	do	1,200	1,200 00
J. De Pue	do	July 1 to Aug. 31, 1885	1,200	1,366 40
	Clerk class 2	Sept. 1, 1885, to June 30, 1886	1,400	
W. De Batz	Clerk class 1	One year	1,200	1,200 00
B. Douglas	do	July 1 to Oct. 19, 1885	1,200	361 96
W. P. Downer	do	One year	1,200	1,200 00
H. A. Drury	do	July 1, 1885, to June 14, 1886	1,200	1,208 79
	Clerk class 2	June 14 to 30, 1886	1,400	
J. Edings	Clerk class 1	One year	1,200	1,200 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
L. S. Elmer	Clerk class 1	July 1 to Dec. 31, 1885	$1,200	$1,300 00
	Clerk class 2	Jan. 1 to June 30, 1886	1,400	
J. H. Ellsworth	Clerk class 1	July 1 to Nov. 12, 1885	1,200	440 23
F. K. Ernst	do	July 1 to Aug. 31, 1885	1,200	1,366 40
	Clerk class 2	Sept. 1, 1885, to June 30, 1886.	1,400	
F. S. Evans	Clerk class 1	One year	1,200	1,200 00
M. C. Fountain	do	July to Aug. 31, 1885	1,200	1,383 20
	Clerk class 2	Sept. 1, 1885, to June 30, 1886.	1,400	
J. B. Fowler	Clerk class 1	July 1 to Aug. 31, 1885; Sept. 20, 1885, to June 30, 1886.	1,200	1,138 07
H. Fowler	do	One year	1,200	1,200 00
E. M. Gadsden	do	do	1,200	1,200 00
W. Glenn	do	do	1,200	1,200 00
H. Golder	do	do	1,200	1,200 00
G. W. Gould	do	do	1,200	1,200 00
W. S. Graff	do	do	1,200	1,200 00
N. J. R. Guenther	do	do	1,200	1,200 00
A. C. Hayden	do	do	1,200	1,200 00
E. R. Hodge	do	July 1 to Sept. 21, 1885	1,200	270 68
F. F. Hodge	do	One year	1,200	1,200 00
R. Howard	do	July 1 to Aug. 21, 1885; Oct. 16, 1885, to June 30, 1886.	1,200	1,027 17
J. H. Hunter	do	One year	1,200	1,200 00
J. W. Ingersoll	do	do	1,200	1,200 00
C. B. Johnson	do	do	1,200	1,200 00
L. Jones	do	do	1,200	1,200 00
C. H. Kalbfus	do	July 1, 1885 to March 31, 1886.	1,200	1,250 00
	Clerk class 2	Apr. 1 to June 30, 1886	1,400	
E. B. Kilby	Clerk class 1	One year	1,200	1,200 00
C. C. Kimball	do	do	1,200	1,200 00
A. P. Knight	do	do	1,200	1,200 00
C. H. Laird	do	do	1,200	1,200 00
J. Lawrenson	do	do	1,200	1,200 00
R. H. Martin	do	July 1, 1885, to Jan. 11, 1886	1,200	1,293 85
	Clerk class 2	Jan. 12 to June 30, 1886	1,400	
A. F. McCallum	Clerk class 1	July 1 to 31, 1885	1,200	1,383 20
	Clerk class 2	Aug. 1, 1885 to June 30, 1886.	1,400	
N. N. Maguire	Clerk class 1	July 1, 1885, to June 27, 1886.	1,200	1,190 11
C. McKay	do	One year	1,200	1,200 00
J. McNabb, jr	do	do	1,200	1,200 00
N. T. Miller	do	do	1,200	1,200 00
J. B. Moulton	do	do	1,200	1,200 00
M. Moulden	do	do	1,200	1,200 00
O. H. Nealy	do	do	1,200	1,200 00
W. L. Newton	do	do	1,200	1,200 00
S. W. Norvell	do	do	1,200	1,200 00
W. E. Nye	do	do	1,200	1,200 00
J. O'Flaherty	do	do	1,200	1,200 00
W. H. Otterback	do	do	1,200	1,200 00
E. A. Page	do	July 1 to Nov. 30, 1885	1,200	498 90
C. M. Potter	do	One year	1,200	1,200 00
A. G. M. Prevost	do	do	1,200	1,200 00
H. M. Reeve	do	July 1 to Dec. 9, 1885	1,200	528 25
T. A. Robbins	do	One year	1,200	1,200 00
H. Roberts	do	do	1,200	1,200 00
M. L. de Ronceray	do	do	1,200	1,200 00
J. F. Rule	do	do	1,200	1,200 00
A. H. Sapp	do	do	1,200	1,200 00
W. Schofield	do	July 1 to Jan. 11, 1886	1,200	1,293 85
	Clerk class 2	Jan. 12 to June 30, 1886	1,400	
M. P. Snell	Clerk class 1	One year	1,200	1,200 00
C. Spraul	do	do	1,200	1,200 00
G. W. Shipman	do	do	1,200	1,200 00
E. G. Skinner	do	do	1,200	1,200 00
F. A. Springer	do	July 1 to Nov. 30, 1885	1,200	498 90
C. B. P. Stailey	do	One year	1,200	1,200 00
J. Stewart	do	do	1,200	1,200 00
R. H. Stevens	do	do	1,200	1,200 00
J. M. Stone	do	do	1,200	1,200 00
F. E. Smith	do	do	1,200	1,200 00
C. P. Swayze	do	do	1,200	1,200 00
W. Taylor	do	do	1,200	1,200 00
J. L. Thornton	do	do	1,200	1,200 00
J. W. Van Vleck	do	do	1,200	1,200 00
W. Van Vleck	do	do	1,200	1,200 00
E. L. Van Lew	do	do	1,200	1,200 00
H. L. Villee	do	July 1, 1885 to May 11, 1886	1,200	1,035 16
F. A. Warner	do	One year	1,200	1,200 00
J. H. Williams	do	July 1 to 24	1,200	78 26
A. B. Fisher	do	One year	1,200	1,200 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
M. A. Garnier	Clerk class 1	One year	$1,200	$1,200 00
C. F. Wood	do	do	1,200	1,200 00
R. Van, Brunt	do	Aug. 15, 1885, to June 30, 1886	1,200	1,053 23
E. Camp	do	One year	1,200	1,200 00
T. D. Cary	do	do	1,200	1,200 00
M. Ginesi	do	do	1,200	1,200 00
S. E. Cummings	do	do	1,200	1,200 00
B. S. Robinson	do	do	1,200	1,200 00
E. Kinsey	do	do	1,200	1,200 00
J. C. McKelden	do	do	1,200	1,200 00
E. J. Scott	do	do	1,200	1,200 00
J. H. Barker	Assistant engineer	do	1,000	1,000 00
L. Anderson	Engineer	do	1,000	1,000 00
J. W. Galliher	Captain of watch	do	1,000	1,000 00
G. C. Hercus	Assistant carpenter	do	1,000	1,000 00
W. T. Andrews	Clerk	Apr. 16 to June 30, 1886	1,000	208 81
J. W. G. Atkins	do	Jan. 20 to May 21, 1886	1,000	469 19
		May 22 to June 30, 1886	1,200	
R. L. Bains	do	Jan. 21 to June 30, 1886	1,000	444 46
J. M. Faris	do	Mar. 20 to June 30, 1886	1,000	283 33
E. B. Kellogg	do	Mar. 9 to June 30, 1886	1,000	313 89
C. K. Hetfield	do	Feb. 3 to June 30, 1886	1,000	408 32
C. E. Mower	do	Mar. 2 to June 30, 1886	1,000	333 33
W. H. S. Wood	do	Feb. 15 to June 14, 1886	1,000	383 80
		June 15 to June 30, 1886	1,200	
A. H. Whitlark	do	Mar. 7 to June 30, 1886	1,000	263 89
R. S. Alexander	do	One year	1,000	1,000 00
G. B. Anderson	do	do	1,000	1,000 00
E. S. Arnold	do	do	1,000	1,000 00
H. M. Aspinwall	do	do	1,000	1,000 00
J. Baker	do	do	1,000	1,000 00
M. Barlow	do	July 1 to Aug. 31, 1885	1,000	1,166 20
	Clerk class 1	Sept. 1, 1885, to June 30, 1886	1,200	
W. H. Black	Clerk	One year	1,000	1,000 00
K. H. Bell	do	do	1,000	1,000 00
C. P. Bourne	Clerk	July 1 to Nov. 30, 1885	1,000	1,116 90
	Clerk class 1	Dec. 1, 1885, to June 30, 1886	1,200	
C. R. Clark	Clerk	One year	1,000	1,000 00
E. G. Corey	do	do	1,000	1,000 00
C. W. Cranston	do	do	1,000	1,000 00
S. B. Cushing	do	July 1 to Aug. 31, 1885; Oct. 1, 1885, to June 23, 1886.	1,000	899 19
W. S. Deardoff	do	July 1 to Aug. 31, 1885	1,000	1,166 20
	Clerk class 1	Sept. 1, 1885, to June 30, 1886	1,200	
M. H. Dunn	Clerk	July 1 to Sept. 22, 1885; Sept. 27, 1885, to June 30, 1886.	1,000	989 05
E. N. Fussell	do	July 1 to Aug. 31, 1885	1,000	1,166 20
	Clerk class 1	Sept. 1, 1885, to June 30, 1886	1,200	
T. H. Fuller	Clerk	July 1 to March 31, 1885	1,000	1,050 00
	Clerk class 1	Apr. 1, 1885, to June 30, 1886	1,200	
A. M. Eckbert	do	One year	1,000	1,000 00
R. J. Eckerson	do	do	1,000	1,000 00
A. Girouard	Clerk	July 1 to Nov. 30, 1885	1,000	1,116 90
	Clerk class 1	Dec. 1, 1885, to June 30, 1886	1,200	
P. J. Gordon	do	One year	1,000	1,000 00
V. S. Grigsby	Clerk	July 1 to Aug. 15, 1885	1,000	1,174 93
	Clerk class 1	Aug. 16, 1885, to June 30, 1886	1,200	
E. F. Harris	Clerk	July 6, 1885, to Feb. 10, 1886	1,000	1,063 63
	Clerk class 1	Feb. 11 to June 30, 1886	1,200	
A. L. Hughes	Clerk	One year	1,000	1,000 00
C. A. Leland	do	do	1,000	1,000 00
T. H. Matthews	do	July 1 to Aug. 30, 1885; Sept. 1 to 28; Sept. 30 to Nov. 1; Nov. 4 to Nov. 23, 1885.	1,000	385 79
J. S. McGee	do	One year	1,000	1,000 00
B. A. Miller	do	do	1,000	1,000 00
E. J. Robinson	do	do	1,000	1,000 00
J. B. Shiley	do	July 1 to 30, 1885	1,000	1,183 10
	Clerk class 1	Aug. 1, 1885, to June 30, 1886	1,200	
D. Skutsch	Clerk	One year	1,000	1,000 00
C. B. Stevens	do	do	1,000	1,000 00
G. Stambaugh	do	July 1 to Dec. 31, 1885	1,000	1,100 00
	Clerk class 1	Jan. 1 to June 30, 1886	1,200	
A. F. Sperry	Clerk	July 1 to Aug. 31, 1885	1,000	1,166 20
	Clerk class 1	Sept. 1, 1885, to June 30, 1886	1,200	
G. W. Thornley	Clerk	One year	1,000	1,000 00
S. W. Tuley	do	July 1, 1885, to Feb. 10, 1886	1,000	1,077 18
		Feb. 11 to June 30, 1886	1,200	
M. A. Turner	Clerk	July 1 to 31, 1885	1,000	1,116 30
	Clerk class 2	Aug. 1 to Apr. 26, 1886	1,400	

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
J. L. Tyree	Clerk	One year	$1,000	$1,000 00
O. E. Weller	do	July 1 to 15, 1885	1,000	1,183 73
	Clerk class 2	Jnly 16, 1885, to June 30, 1886	1,400	
F. A. Barbour	Clerk	July 1 to Aug. 31, 1885	1,000	1,366 20
	Clerk class 1	Sept. 1 to June 30, 1886	1,200	
L. S. Anderson	Clerk	Aug. 24, 1885, to Mar. 28	1,000	916 13
	Clerk class 1	Mar. 9 to June 30, 1886	1,200	
T. Q. Munce	Clerk	Aug. 20, 1885, to Mar. 8, 1886	1,000	927 00
	Clerk class 1	Mar. 9 to June 30, 1886	1,200	
F. E. Waring	Clerk	Aug. 18, 1885, to June 30, 1886	1,000	869 64
J. A. Blevens	do	Aug. 24, 1885, to Jan. 11, 1886	1,000	956 06
	Clerk class 1	Jan. 12 to June 14, 1886	1,200	
	Clerk class 2	June 15 to June 30, 1886	1,400	
C. P. Grandfield	Clerk	Aug. 27, 1885, to June 30, 1886	1,000	845 19
F. E. Barbour	do	Sept. 21, 1885, to Jan. 11, 1886	1,000	871 10
	Clerk class 1	Jan. 12 to June 30, 1886	1,200	
A. P. Burger	Clerk	Sept. 26, 1885, to Jan. 7, 1886	1,000	283 03
H. G. Griswold	do	Sept. 1, 1885, to June 30, 1886	1,000	831 60
E. F. Kimball	do	Sept. 3, 1885, to June 30, 1886	1,000	826 09
M. Nivens	Clerk class 1	Sept. 15, 1885, to Jan. 11, 1886	1,000	603 89
		Jan. 12 to Apr. 5, 1886	1,200	
F. A. Preston	Clerk	Sept. 4, 1885, to June 30, 1886	1,000	823 37
C. W. Smede	do	Sept. 5 to Oct. 15, 1885; Oct. 31, 1885, to June 30, 1886	1,000	777 21
W. L. Broocke	do	Dec. 23, 1885, to June 30, 1886	1,000	524 46
J. T. Morton	do	Dec. 29, 1885, to June 30, 1886	1,000	508 15
E. J. Collins	do	Jan. 4 to Apr. 5, 1886	1,000	538 94
	Clerk class 1	Apr. 6 to June 30, 1886	1,200	
C. E. Herring	Clerk	Feb. 2 to June 30, 1886	1,000	411 10
T. E. Clark	Fireman and blacksmith	One year	900	900 00
G. V. Field	Plumber		900	900 00
D. J. Harper	Fireman and steamfitter		900	900 00
J. C. Hogan	Awning maker		900	900 00
E. R. Compton	Clerk	July 1 to Dec. 31, 1885	900	950 00
	do	Jan. 1 to June 30, 1886	1,000	
G. W. Conn	do	One year	900	900 00
W. B. Holtzclaw	do	July 1, 1885, to Jan. 10, 1886	900	475 00
J. C. Kondrup	do	One year	900	900 00
S. Morrison	do	do	900	900 00
C. R. Stephenson	do	do	900	900 00
G. S. Walker	do	July 1, 1885, to Dec. 31, 1885	900	450 00
H. J. Browne	do	Oct. 13, 1885, to Apr. 30, 1886; May 16 to June 30, 1886	900	608 58
E. H. Boelter	do	Feb. 25 to June 30, 1886	900	312 50
C. L. Wayland	do	Mar. 13 to June 30, 1886	900	272 50
J. L. Stanton	do	Apr. 19 to June 30, 1886	1,000	200 57
J. F. Sawyer	do	May 24 to June 30, 1886	1,000	104 38
J. Allan	Female clerk	July 1 to Aug. 31, 1886	900	151 60
M. D. Alston	do	One year	900	900 00
V. L. Angevine	do	do	900	900 00
G. W. Ashby	do	do	900	900 00
W. A. Barry	do	July 1 to Aug. 31, 1885	900	75 80
M. E. Berrian	do	One year	900	900 00
L. V. Bryant	do	July 1, 1885, to Jan. 31, 1886	900	527 50
E. E. Blood	do	July 1, 1885, to June 7, 1886	900	906 30
	Clerk	June 7 to 30, 1886	1,000	
L. Caperton	Female clerk	July 1 to Aug. 31, 1885	900	983 20
	Clerk	Aug. 1, 1885, to June 30, 1886	1,000	
L. S. Crawford	Female clerk	One year	900	900 00
L. P. Cuningham	do	July 1, 1885, to May 31, 1886	900	825 80
M. E. Cuningham	do	One year	900	900 00
R. A. Davis	do	do	900	900 00
A. K. Evans	do	do	900	900 00
L. W. Foster	do	do	900	900 00
E. M. Fuller	do	do	900	900 00
S. A. Gardner	do	do	900	900 00
O. Gareshé	do	July 1 to Aug. 31, 1885	900	151 60
N. B. Harrison	do	July 1, 1885, to Mar. 31, 1886	900	675 00
E. Hemstreet	do	One year	900	900 00
L. A. Henley	do	do	900	900 00
H. E. Henry	do	do	900	900 00
M. Hitz	do	do	900	900 00
M. Hilton	do	do	900	900 00
J. A. Hogue	do	do	900	900 00
K. D. Hughes	do	do	900	900 00
J. W. Irwin	do	do	900	900 00
L. R. Johnson	do	do	900	900 00
E. Keene	do	do	900	900 00
P. Kent	do	do	900	900 00
L. Lindsay	do	do	900	900 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
M. F. Lewis	Female clerk	One year	$900	$900 00
F. Lowry	do	do	900	900 00
A. F. Madden	do	do	900	900 00
J. Moxon	do	do	900	900 00
A. M. Magnon	do	do	900	900 00
L. C. Murphy	do	July 1, 1885, to May 5, 1886	900	946 17
	Clerk class 1	May 6 to June 30, 1886	1,200	
C. L. Neel	Female clerk	One year	900	900 00
J. Newport	do	do	900	900 00
A. P. Otis	do	do	900	900 00
A. S. Peddicord	do	do	900	900 00
E. S. Ranney	do	July 1 to Aug. 15, 1886	900	112 48
M. E. Riley	do	One year	900	900 00
A. M. Rock	do	do	900	900 00
J. B. Rowan	do	July 1 to Aug. 10, 1885	900	100 26
H. M. Sayles	do	One year	900	900 00
F. A. Smith	do	do	900	900 00
B. Schimelfennig	do	do	900	900 00
L. A. Sheads	do	do	900	900 00
S. M. Searle	do	do	900	900 00
E. R. Stetson	do	do	900	900 00
J. Stuchell	do	do	900	900 00
J. Tanner	do	do	900	900 00
A. W. Thorp	do	July 1 to Dec. 2, 1885	900	379 09
M. A. Triplett	do	One year	900	900 00
M. L. Town	do	do	900	900 00
M. Tyssowski	do	do	900	900 00
M. E. Van Dyke	do	do	900	000 00
E. Washington	do	do	900	900 00
L. L. Wilson	do	do	900	900 00
C. Smith	do	do	900	900 00
K. Ranney	do	Feb. 15 to June 30, 1886	900	337 50
T. Ross	Chief messenger	One year	840	840 00
K. Karr	Female messenger	July 6, 1885, to June 30, 1886	840	828 55
M. L. Best	Female clerk	July 1 to Sept. 9, 1885	720	865 17
		Sept. 10, 1885, to June 30, 1886	900	
C. Childs	do	July 1 to Aug. 31, 1885	720	869 60
		Sept. 1, 1885, to June 30, 1886	900	
J. M. Hunt	do	One year	720	720 00
L. W. R. Horton	do	July 1 to Mar. 28; Apr. 1 to June 30, 1886	720	712 00
M. Mussaeus	do	July 1 to Aug. 31, 1885	720	869 60
		Sept. 1, 1885, to June 30, 1886	900	
A. M. House	do	Aug. 5 to 31, 1885	720	801 23
		Sept. 1, 1885, to June 30, 1886	900	
K. J. Laws	do	Sept. 24 to Dec. 2, 1885	720	657 93
		Dec. 3, 1885, to June 30, 1886	900	
J. H. Seaman	do	Sept. 14, 1885, to Feb. 10, 1886	720	642 76
		Feb. 11 to June 30, 1886	900	
M. L. Smith	do	Sept. 14, 1885, to Mar. 31, 1886	720	618 26
		Apr. 1 to June 30, 1886	900	
J. M. Lewis	do	Oct. 31 to Dec. 15, 1885	720	614 45
		Dec. 16, 1885, to June 30, 1886	900	
H. L. Burke	do	Dec. 23, 1885, to June 7, 1886	720	389 03
		June 8 to 30, 1886	900	
L. M. Bassett	do	Dec. 30, 1885, to Mar. 4, 1886	720	422 41
		Mar. 5 to June 30, 1886	900	
E. H. Hastie	do	Mar. 19 to June 30, 1886	720	206 00
E. L. Finn	do	Apr. 5 to June 30, 1886	720	172 13
M. T. Forsythe	do	Apr. 24 to June 7, 1886	720	145 97
		June 7 to 30, 1886	900	
L. A. Norton	do	June 14 to 30, 1886	720	33 63
J. F. Alston	Assistant messenger	One year	720	720 00
T. Banagan	do	do	720	720 00
B. L. Braselman	do	do	720	720 00
J. H. Bond	do	do	720	720 00
J. H. Dewey	do	do	720	720 00
R. J. Ferris	do	July 1, 1885, to May 31, 1886	720	660 70
D. Hardy	do	One year	720	720 00
W. Howard	do	do	720	720 00
A. S. Jones	do	July 1, 1885, to June 27, 1886	720	714 11
N. Kelly	do	One year	720	720 00
R. H. Neal	do	do	720	720 00
T. J. Smith	do	do	720	720 00
W. Smith	do	do	700	720 00
H. A. Steverson	do	do	720	720 00
M. A. Waite	do	July 1, 1885, to Apr. 30, 1886	720	599 30
E. A. Ellsworth	do	June 1 to June 30, 1886	720	59 30
A. Sanders	do	May 1 to June 30, 1886	720	120 70
R. W. Stewart	do	June 28 to 30, 1886	720	5 93

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
H. B. Abrahams	Watchman	July 1 to Nov. 17, 1886	$720	$273 86
D. L. Allison	do	July 1 to May 14, 1886	720	626 99
G. H. Bartlett	do	One year	720	720 00
P. D. Brent	do	do	720	720 00
C. Brown	do	do	720	720 00
C. Bowen	do	do	720	720 00
J. D. Buckley	do	do	720	720 00
J. D. Cessor	do	do	720	720 00
S. B. Crew	do	July 1 to Dec. 20, 1885	720	338 53
W. D. Cobaugh	do	July 1, 1885, to Apr. 15, 1886	720	569 67
J. B. Floyd	do	One year	720	720 00
J. W. Grice	do	do	720	720 00
J. D. Hale	do	do	720	720 00
E. Hodge	do	do	720	720 00
J. E. Hodgson	do	July 1, 1885, to Apr. 11, 1886	720	561 76
J. E. Janefer	do	One year	720	720 00
W. Johnson	do	July 15, 1885, to June 30, 1886	720	692 66
T. Kelly	do	July 15 to Sept. 25, 1886	720	142 77
A. Lowry	do	July 1, 1885, to Jan. 6, 1886	720	372 00
J. B. Lynch	do	One year	720	720 00
C. Mason	do	do	720	720 00
E. O'Sullivan	do	do	720	720 00
H. A. Peck	do	July 1, 1885, to Mar. 15, 1886	720	508 00
R. A. Saxton	do	One year	720	720 00
W. Smith	do	do	720	720 00
G. W. Tubman	do	do	720	720 00
T. C. Welling	do	do	720	720 00
J. Knight	do	Aug. 1, 1885, to June 30, 1886	720	659 40
R. K. Winning	do	Aug. 7, 1885, to June 30, 1886	720	647 71
R. P. Howe	do	Sept. 26, 1885, to June 30, 1886	720	549 78
J. Frett, jr	do	Nov. 18, 1885, to June 30, 1886	720	446 03
W. H. Cook	do	Dec. 21, 1885, to June 30, 1886	720	381 52
O. P. McCullough	do	Jan. 7 to Mar. 31, 1886	720	168 00
G. L. Keach	do	Mar. 16 to June 30, 1886	720	212 00
J. Wright	do	Apr. 12 to June 30, 1886	720	158 28
H. J. Dodge	do	May 15 to June 30, 1886	720	92 93
W. F. McKay	do	May 11 to June 30, 1886	720	100 84
J. S. McClain	do	Apr. 16 to June 30, 1886	720	150 37
H. O. Chute	Elevator conductor	One year	720	720 00
W. R. Stevenson	do	do	720	720 00
A. Dailey	Fireman	do	720	720 00
G. A. Henderson	do	do	720	720 00
W. Loring	do	do	720	720 00
H. Rickert	do	do	720	720 00
W. B. Turner	Assistant map-mounter	Mar. 17 to June 30, 1886	720	210 00
B. S. Baldwin	Laborer	One year	660	660 00
J. H. Black	do	do	660	660 00
R. T. Branford	do	do	660	660 00
J. W. Branson	do	do	660	660 00
J. S. Brown	do	do	660	660 00
R. S. Camper	do	do	660	660 00
R. L. Carroll	do	do	660	660 00
D. Clark	do	do	660	660 00
B. Coleman	do	do	660	660 00
J. A. Crowner	do	do	660	660 00
H. J. Cryer	do	July 1 to 24, 1885	660	43 05
N. Davis	do	July 1, 1885, to Apr. 2, 1886	660	498 63
J. Dunn	do	July 8, 1885, to June 30, 1886	660	647 45
T. C. Evarts	do	One year	660	660 00
J. Ellis	do	do	660	660 00
J. E. Freeman	do	do	660	660 00
J. H. Gravenstine	do	do	660	660 00
W. Hansborough	do	do	660	660 00
J. W. Hamilton	do	do	660	660 00
J. Hayden	do	July 9, 1885, to June 30, 1886	660	645 65
S. W. Hellyer	do	July 1, 1885, to Mar. 2, 1886	660	441 87
W. A. Henderson	do	One year	660	360 00
W. B. Hester	do	July 1 to Nov. 14, 1885; Dec. 1, 1885, to June 30, 1886.	660	631 31
J. Hunter	do	One year	660	660 00
P. Hughes	do	do	660	660 00
W. H. Krepps	do	do	660	660 00
R. Levitt	do	July 1, 1885, to Apr. 5, 1886	660	504 07
H. Lightfoot	do	July 1 to 31, 1885	660	55 60
Z. R. P. Lyvers	do	One year	660	660 00
L. W. Marshall	do	July 1, 1885, to June 25, 1886	660	650 93
C. M. McKinney	do	One year	660	660 00
W. H. Meitzler	do	do	660	660 00
B. Merryweather	do	do	660	660 00
H. Moore	do	do	660	660 00

Officers and employés in the Post-Office Department, &c.—Continued.

Name.	Office.	Time employed.	Annual salary.	Amount received.
J. Nyman	Laborer	One year	$660	$660 00
H. Page	do	do	660	660 00
N. A. Reid	do	do	660	660 00
J. Ross	do	do	660	660 00
Y. D. Peters	do	do	660	660 00
J. Shaw	do	do	660	660 00
J. Thomas	do	do	660	660 00
W. S. Trice	do	do	660	660 00
J. R. Van Brakle	do	do	660	660 00
H. Vaughn	do	July 1 to May 17, 1886	660	580 22
J. Walker	do	One year	660	660 00
H. Wood	do	do	660	660 00
H. Jarvis	do	July 21, 1885, to June 30, 1886	660	624 13
C. Simon	do	July 25, 1885, to June 30, 1886	660	616 96
P. L. W. Thornton	do	Aug. 10, 1885, to June 30, 1886	660	588 25
P. J. Finnigan	do	Aug. 3, 1885, to June 30, 1886	660	600 81
S. N. Keenan	do	Dec. 2, 1885, to June 30, 1886	660	347 93
H. A. Wallace	do	Mar. 3 to June 30, 1886	660	218 17
C. C. Tucker	do	Apr. 3 to June 30, 1886	660	161 37
A. Graves	do	May 4 to June 30, 1886	660	105 17
B. R. Sydnor	do	May 18 to June 30, 1886	660	79 79
S. E. Gittings	do	June 26 to 30, 1886	660	9 07
L. A. Bailey	Female laborer	One year	480	480 00
M. J. Bennett	do	July to Sept. 21, 1886	480	108 19
C. Braxton	do	One year	480	480 00
M. Collier	do	July 1, 1885, to May 12, 1886	480	415 42
E. Ridgley	do	July 1, 1885, to June 12, 1886	480	456 22
J. Stewart	do	Oct. 7, 1885, to June 30, 1886	480	352 21
E. R. Clarke	do	June 7 to 30, 1886	480	31 65
A. B. Reed	do	June 14 to 30, 1886	480	22 42
L. W. Brown	Charwoman	July 1, 1885, to May 31, 1886	180	165 20
M. Fleshman	do	July 1 to Nov. 4, 1885	180	62 16
M. Hulse	do	July 1 to 31, 1885	180	15 20
S. J. Harrison	do	One year	180	180 00
E. Hunter	do	do	180	180 00
M. Julius	do	do	180	180 00
J. D. Johnson	do	July 1 to 31, 1885	180	15 20
A. McNeal	do	One year	180	180 00
M. J. Reeder	do	July 1 to Dec. 15, 1885	180	82 14
J. H. Smothers	do	One year	180	180 00
M. Underwood	do	do	180	180 00
C. Avington	do	do	180	180 00
S. R. Edinburgh	do	do	180	180 00
E. Glascoe	do	July 1 to 31, 1885	180	15 20
J. Buchanan	do	One year	180	180 00
M. Green	do	do	180	180 00
H. Thornton	do	do	180	180 00
J. Wallace	do	July 1, 1885, to Feb. 28, 1886	180	119 50
K. Ware	do	One year	180	180 00
N. Alexander	do	Aug. 7, 1885, to June 30, 1886	180	161 83
S. M. De Lauter	do	Aug. 4, 1885, to June 30, 1886	180	163 30
C. B. Mack	do	do	180	163 30
S. Richardson	do	do	180	163 30
C. M. Saffell	do	Aug. 7, 1885, to June 30, 1886	180	161 83
M. E. West	do	Aug. 10, 1885, to June 30, 1886	180	160 36
S. Burgess	do	Nov. 5, 1885, to June 30, 1886	180	117 92
C. Lacoppidan	do	Dec. 16, 1885, to June 30, 1886	180	97 83
M. B. Lewis	do	Mar. 1 to June 30, 1886	180	60 50
S. A. Lomack	do	June 2 to 30, 1886	180	14 34
Total amount disbursed for salaries				697,735 50
Amount unexpended				17,444 50
Amount of the appropriation				715,180 00

Statement of absences from duty by employés of the Post-Office Department during the fiscal year ended June 30, 1886.

	Days.
Total number of days' absence	14,264
Average number of days' absence for each clerk	28 1/16
Number of days' absence for the fiscal year ended June 30, 1885	19,046
Number of days' absence during the fiscal year ended June 30, 1884	19,818

Report of finances, &c., of the Post-Office Department, required by paragraph 5, section 413 Revised Statutes of the United States.

1. STATEMENT OF FINANCES OF POSTAL SERVICE FOR YEAR ENDED JUNE 30, 1886.

Revenue.

Ordinary postal revenue:		
1. Ordinary revenue, less amount collected on second-class matter		$42,498,245 19
2. Revenue on second-class matter		1,099,625 89
		43,597,871 08
Revenue from money-order business		350,551 87
Total gross receipts		43,948,422 95
Deduct amount charged to bad debts		12,174 25
Leaves net revenue		43,936,248 70

Expenditures, liabilities, &c.

Expenditures:		
Amount expended to September 30, 1886, on account of the year ended June 30, 1886		50,627,553 37
Liabilities:		
Amount of indebtedness for various objects certified to Auditor and not yet reported for payment	$24,612 84	
Estimated amount of indebtedness not yet reported to Auditor	175,000 00	
Amount due for transportation on Pacific railroads, for which no appropriation was made	251,101 61	
		450,714 45
Total actual and estimated expenditures for the service of the year		51,078,267 82
Deficiency of revenue:		
Estimated amount of deficiency of revenue to be supplied out of the general Treasury on account of the service of the year		7,142,019 12

2. BALANCE DUE THE UNITED STATES ON ACCOUNT OF POSTAL SERVICE, JULY 1, 1885.

Balance due the United States brought forward from last report		$309,288 78
Balance due the United States on account of postmasters becoming late during the fiscal year		168,673 13
		477,961 91
Amount collected during the year	$152,291 11	
Amount charged to "suspense"	2,496 34	
Amount charged to "bad and compromise debts"	4,622 93	
		159,410 38
Balance remaining due the United States		318,551 53
Of which there is in suit	224,519 08	
Not in suit	94,032 45	
		318,551 53
Balance due late postmasters brought forward from last report	137,441 86	
Amount becoming due during the fiscal year	114,340 53	
		251,782 39
Amount paid during the year	117,587 57	
Amount credited to "suspense"	11,648 31	
		129,235 88
Balance remaining due late postmasters		122,546 51
Amount in suit June 30, 1884	226,467 83	
Amount submitted for suit during the fiscal year	10,084 86	
		236,552 69
Of which there was collected during the year	8,329 83	
Amount otherwise settled	3,703 78	
		12,033 61
Balance remaining in suit		224,519 08

3. AMOUNT OF POSTAGE ACCRUING DURING THE YEAR ENDED JUNE 30, 1886 (AS SHOWN BY SALE OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS).

Amount	$41,447,095 88

4. AMOUNT OF ENGAGEMENTS AND LIABILITIES

[Figures given in foregoing statement of finances.]

5. AMOUNT PAID DURING THE YEAR ENDED JUNE 30, 1886, FOR CARRYING THE MAILS, TO WIT:

Object.	Amount paid for service of year ended June 30, 1886.	Amount paid on account of previous years.	Total.
Railroad transportation	$14,149,401 85	$251,163 99	$14,400,565 84
Special facilities on trunk lines	251,540 82		251,540 82
Post-office car service	1,691,447 80	577 50	1,692,025 30
Postal clerks	4,467,778 08	14,846 13	4,482,624 21
Star-route transportation	5,452,456 19	21,273 99	5,473,730 18
Steamboat transportation	471,447 26	2,696 43	474,143 69
Mail-messenger service	833,968 38	5,894 40	839,862 78
Mail equipments	235,198 60	5,478 15	240,676 75
Total	27,553,238 98	301,930 59	27,855,169 57

List of contracts entered into by the Postmaster-General in the contingent expenditures of the Post-Office Department buildings, Washington, D. C., for the fiscal year ended June 30, 1886.

Date of contract.	Name of contractor.	Where goods are to be delivered or thing performed.	Articles contracted for.	Contract price.
1885.				
Aug. 1	H. A. Clark	Post-Office Department buildings.	White-ash furnace coal, ton (2,240 lbs.).	$4 24
25	J. P. Agnew	....do	Splint coal..ton (2,240 lbs.).	4 65
14	Johnson Bros	....do	Bakers' pine wood....cord.	4 00
21	R. J. Kennedy	....do	Hickory wood..... do..	5 64
Oct. 6	Independent Ice Co	....do	Kennebec ice .....100 lbs.	33
10	Petersen & Childs	....do	Carpets, Bigelow 5-frame Brussels, yard.	1 04½
Sept. 2	W. B. Moses & Son	....do	Chairs, Continental, best, each.	4 55
Aug. 21	M. Broadhead	Topographical Office	New York Mills cotton cloth, 72-inch, yard.	20 8/10
10	N. T. Metzgar & Bro..	Post-Office Department buildings.	Soap, Carbolic Laundry, box.	5 44
10	....do	....do	Soap, Kitchen Crystal. box.	2 49
10	....do	....do	Soap, Colgate Glycerine do.	3 61
10	....do	....do	Soap, White Castile ...lb..	14
10	....do	....do	Matches.....gross.	1 64
10	....do	....do	Feather dust-brushes..doz.	11 84
28	Robert Boyd	....do	Double dust-brushes...do..	5 95
19	National Corn Broom Company.	....do	Corn brooms .....do .	2 55
19	....do	....do	Whisk brooms .....do..	1 35
19	E. G. Wheeler	....do	Waste baskets .....do..	4 49
19	....do	....do	Desk baskets.....do..	5 39
10	Wm. M. Galt & Co....	Post-Office Department stables.	White oats.....bushel.	42
10	....do	....do	Baled hay .....ton.	18 00
10	....do	....do	Baled straw .....do..	18 00
10	....do	....do	Corn meal..... 100 lbs.	1 25
10	....do	....do	Bran .....do...	85
28	James C. Lee	Post-Office Department buildings.	Painting 36 rooms	685 00
Oct. 14	Thomas A. Brown....	....do	Painting roof.....	375 00
Aug. 14	John C. Callahan	....do	Painting window and door frames and sash outside, and opening into court-yard.	227 00
July 30	E. G. Wheeler	From Post-Office Department.	Sale of waste paper 100 lbs.	97
30	Callahan & Co	Chicago post-office or Post-Office Department in Washington, at option of Postmaster-General.	Annual Post-Office Guides, per number.	11
30	....do	....do	Monthly Post-Office Guides, per number.	1
30	A. Hoen & Co	Topographical Office	Postal route-maps, printed bi-monthly.	13,500 00
Oct. 14	James Talty	Post-Office Department buildings.	Thirty patent Mott water-closets put in buildings and guaranteed for four years.	2,450 00

November 28, 1885, the Department entered into contract with Anton M. May and William H. Nearpass for the publication of a local postal guide for New York and Brooklyn, to be issued weekly, the matter to be prepared by the postmaster at New York. The contract was for one year, with the privilege of a three months' extension by the Postmaster-General, if in his judgment the needs of the service required it, or renewable from year to year by consent of both parties. It was to be published without cost to the Department, and the publishers agreed to deliver free to the postmaster at New York 250 and to the postmaster at Brooklyn 100 copies of each issue, they having the privilege of copyrighting, inserting unobjectionable advertisements, and selling to the public.

[Date of contract, May 29, 1885. Duration of contract, one year from July 1, 1885, with privilege of three months' extension. Contract extended, by order of Postmaster-General, dated June 24, 1886, for two months.]

Name of contractor.	Article contracted for.	Place of delivery.	Price to be paid per 1,000.
The Holyoke Envelope Company of Holyohe, Mass.	Post-Office envelopes No. 1	Holyoke, Mass	$0 74½
	Post-Office envelopes No. 2	do	1 10½
	Post-Office envelopes No. 3	do	1 68
	Post-Office envelopes No. 4	do	2 00
	Post-Office envelopes No. 5	do	80
	Post-Office envelopes No. 6	do	3 72
	Post-Office envelopes No. 7	do	2 32
	Post-Office envelopes No. 8	do	1 85

[Date of contract, October 24, 1885. Duration of contract, not fixed.]

The United States Sealed Postal Card Company of New York, N. Y.	Letter-sheet envelopes	New York, N. Y.	*$2 50

*This price is not for every thousand letter-sheet envelopes furnished, but for every thousand sold by postmasters.

[Date of contract, July 1, 1886. Duration of contract, four years from October 1, 1886.]

Name of contractor.	Article contracted for.	Place of delivery.	Price to be paid per 1,000.
The Morgan Envelope Company and the Plimpton Manufacturing Company of Hartford, Conn.	Stamped envelopes, No. 1, first quality	Hartford, Conn	$1 30
	Stamped envelopes, No. 2, first quality	do	1 45
	Stamped envelopes, No. 2, second quality	do	1 16
	Stamped envelopes, No. 2, third quality	do	89
	Stamped envelopes, No. 3, first quality	do	1 59
	Stamped envelopes, No. 3, second quality	do	1 20
	Stamped envelopes, No. 3, third quality	do	98
	Stamped envelopes, No. 4	do	82
	Stamped envelopes, No. 4½, first quality	do	1 71
	Stamped envelopes, No. 4½, second quality	do	1 36
	Stamped envelopes, No. 4½, third quality	do	1 00
	Stamped envelopes, No. 5, first quality	do	1 89
	Stamped envelopes, No. 5, second quality	do	1 50
	Stamped envelopes, No. 5, third quality	do	1 17
	Stamped envelopes, No. 6	do	1 12
	Stamped envelopes, No. 7, first quality	do	2 80
	Stamped envelopes, No. 7, second quality	do	2 50
	Stamped envelopes, No. 7, third quality	do	1 40
	Stamped envelopes, No. 8, first quality	do	3 30
	Stamped envelopes, No. 8, second quality	do	2 70
	Stamped envelopes, No. 8, third quality	do	1 70
	Stamped envelopes, No. 9, first quality	do	2 00
	Stamped envelopes, No. 9, second quality	do	1 68
	Stamped envelopes, No. 9, third quality	do	1 31
	Stamped envelopes, No. 10, first quality	do	1 67
	Stamped envelopes, No. 11, first quality	do	1 80
	Stamped envelopes, No. 12, wrappers	do	88

[Date of contract, July 7, 1886. Duration of contract, from September 1, 1886, to June 30, 1887.]

Name of contractor.	Article contracted for.	Place of delivery.	Price to be paid per 1,000.
The Morgan Envelope Company and the Plimpton Manufacturing Company of Hartford, Conn.	Post-Office envelopes, No. 1	Hartford, Conn	$0 81
	Post-Office envelopes, No. 2	do	95
	Post-Office envelopes, No. 3	do	1 20
	Post-Office envelopes, No. 4	do	1 80
	Post-Office envelopes, No. 5	do	1 95
	Post-Office envelopes, No. 6	do	2 30
	Post-Office envelopes, No. 7	do	4 24
	Post-Office envelopes, No. 8	do	2 10
	Post-Office envelopes, No. 9	do	3 30
	Post-Office envelopes, No. 10	do	3 85
	Post-Office envelopes, No. 11	do	4 50
	Post-Office envelopes, No. 12	do	5 00
	Post-Office envelopes, No. 13	do	7 85

[Date of contract (supplemental), August 12, 1886. Duration of contract, not fixed.]

Name of contractor.	Article contracted for.	Place of delivery.	Price to be paid per 1,000.
United States Sealed Postal Card Company of New York, N. Y.*	Letter-sheet envelopes	Any post-office or post-offices in the United States.	$2 85

*This contract changes the one to which it is supplementary by imposing upon the contractor the duty of transporting the letter-sheet envelopes to any post-office or post-offices in the United States to which the Department may order them to be sent, for which the Government is to pay an additional thirty-five cents for every thousand envelopes sold by postmasters.

Statement of all contracts for mail-catchers, mail-bag tags, mail-bag label-cases, and mail-bag cord-fasteners made during the fiscal year ended June 30, 1886.

Article contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.
*Printed wooden tags (wide)	W. E. Sebree	Washington, D. C.	One year from January 1, 1886.	$0.002
*Printed wooden tags (narrow)	do	do	do	.00 25/100
*Mail-bag label-cases (iron)	Charles R. Penfield	Rochester, N. Y.	do	.94 45/100
*Mail-bag label-cases (brass)	do	do	do	.12 85/100
†Mail-bag catchers	Manley & Cooper Manufacturing Company.	Philadelphia, Pa	One year from July 1, 1885.	3.38
†Brackets for catchers	do	do	do	.30
*Mail-bag cord-fasteners and label-holders.	The Smith & Egge Manufacturing Company.	Bridgeport, Conn	One year from January 1, 1886.	.09 7/10

Places of delivery: * Washington, D. C.; † New York, N. Y.

Contracts for stationery.

Date of contract.	Name of contractor, and articles contracted for.	Price.
1885.		
29	W. H. Porter, Washington, D. C., indelible copyable ribbons ..... each ..	$0 94½
29	Goodyear's India-Rubber Glove Manufacturing Company, New York, N. Y., rubber bands (items 39 and 40) ..... per gross ..	{ 47½ / 11⅝
15	William Ballantyne & Son, Washington, D. C.:	
	Foolscap paper, "P" ..... per ream ..	1 92
	Quarto post paper ..... do	3 00
	Commercial note, "P" ..... do ..	93
	Bond paper, white linen ..... per sheet ..	2½
	Envelopes, adhesive, manila ..... per M ..	1 40
	Do ..... do	3 00
	Do ..... do	6 25
	Do ..... do	4 80
	Writing fluid, Maynard & Noyes ..... per doz. qts ..	3 10
	Carter's combined copying and writing ink ..... do	5 78
	French imperial violet copying ink ..... do ...	4 62
26	James R. Michael, New York City:	
	Treasury card blotter ..... per ream ..	11 78
	Pencils, Faber's, round ..... per doz ..	53
	Copying ink, Arnold's ..... per doz. qts ..	6 75
	Carmine ink, Stafford's ..... per doz. pts ..	7 80
	Black ink, Thomas's ..... per doz. qts ..	3 48
	Paper-folders, ivory ..... per doz ..	3 75
	Office shears ..... do ..	5 40
	Spools red tape ..... do ..	1 90
	Papers pins, pyramid ..... do ..	46
31	Holyoke Envelope Company, Holyoke, Mass., envelopes, adhesive, manila, per M	1 00
24	C. W. Thorn & Co., Washington, D. C.:	
	Envelopes, white ..... per M ..	1 67
	Rubber bands ..... per lb ..	1 25
	Ink, Stafford's ..... per doz. qts ..	4 16
	Blank books ..... per quire ..	30
Sept. 1	D. W. Glass & Co., Baltimore, Md.:	
	Envelopes, white ..... per M ..	1 00
	Pen-holders, assorted ..... per gross ..	1 32
Aug. 21	James J. Chapman, Washington, D. C.:	
	Paper, quarto post, "P," white ..... per ream ..	1 19
	Do ..... do	1 42
	Paper, folio post "P," white ..... do	3 29
	Silk taste, varicolored ..... per doz. hanks ..	45
	Pens, Gillott's, swan quill ..... per doz ..	31½
29	John C. Parker, Washington, D. C.:	
	Writing fluid, Arnold's ..... per doz. qts ..	4 05
10	Pencils, black ..... per doz ..	23
	Memorandum books ..... do	35
	Blank books, A and B ..... per quire ..	{ 19 / 25
	Novelty paper-fasteners ..... per M ..	16½
31	Writing fluid, Arnold's ..... per doz. qts ..	4 05
Sept. 2	William A. Wheeler, jr., New York City:	
	Paper, quarto post, "P," white ..... per ream ..	1 86
	Paper, note, commercial ..... do	2 60
	Paper, packet note ..... do	2 00
	Paper, flat cap ..... do	3 10
	Paper, double cap "P" ..... do ..	4 20
	Envelopes, manila ..... per M ..	4 25
	Do ..... do	4 50
	Do ..... do	4 90
Aug. 19	Thomas G. Hood, Philadelphia, Pa.:	
	Pencils, Faber's ..... per doz ..	40⅞
	Pencils, Eagle Pencil Company ..... do	28½
26	J. Brad. Adams, Washington, D. C.:	
	Pen-holders, anti-nervous ..... per gross ..	5 40
	Pencils, Faber's ..... per doz ..	82½
	Ink, Stafford's commercial ..... per doz. qts ..	3 70½
	Ink, French copying ..... do	4 28
	Ink, Arnold's copying ..... do	7 00
	Ink, Arnold's writing fluid ..... do	3 99
	Ink, writing fluid, Spencerian ..... do	4 63
	Erasers, pencil and ink ..... per doz ..	1 43
	Visiting cards ..... per doz. packs ..	60
	Pencils, Faber's ..... per doz ..	82
	Writing fluid, blue-black, Stafford's ..... per doz. qts ..	3 70½
	Black ink, universal ..... do	3 70
	Sponge-cups, glass ..... per doz ..	58
	Erasers, pencil and ink ..... do	1 43
	Paper-weights, glass ..... do	3 10
	Copying brushes ..... do	2 60
	Copying pads, Dennison's ..... do	98
	Hand blotting-pads, Moore's ..... do	2 25

Contracts for stationery—Continued.

Date of contract.	Name of contractor, and articles contracted for.	Price.
1885.		
Aug. 26	J. Brad. Adams, Washington, D. C.:	
	Twine-pots ..... per doz..	$3 30
	Paper-weights, glass ..... do...	3 10
	Arm rests, mahogany ..... do....	4 48
29	J. C. Dulaney & Co., Baltimore, Md.:	
	Pens, Gillott's, Esterbrook's, &c ..... per gross..	50⅝
	Pen-holders, assorted ..... per doz..	12½
	Ink, Thomas's copying ..... per doz. qts..	4 50
15	William A. Davis, Boston, Mass., mucilage "Diamond" ..... per doz. qts..	3 00
Sept. 4	C. W. Thorn & Co., Washington, D. C., paper, legal cap, "P," white..per ream..	2 19
Aug. 28	Platner & Porter Manufacturing Company, Unionville, Conn.:	
	Paper, imperial cap, "P" (flat, 70 pounds) .....per ream, 500 sheets..	9 45
	Paper, type-writer, linen ..... do....	1 09
	Do ..... do....	87
Sept. 30	William Ballantyne & Son, Washington, D. C.:	
	Mucilage-stands ..... per doz..	1 59
	Pen-racks ..... do....	75
	Rulers, india-rubber ..... do....	2 24
	Rulers, boxwood ..... do....	3 85
	Erasers, bevel ..... per lb..	85
	Erasers, steel, knife and spear ..... per doz..	3 66
	Blotting-pads ..... do....	2 32
	Seal-papers, gilt ..... per doz. boxes..	2 76
	Paper-fasteners, McGill's ..... per M..	2 30
	Sponge for cups ..... per pound..	60
Aug. 10	White, Corbin & Co., Rockville, Conn.:	
	Envelopes, white ..... per M..	1 64
	Do ..... do	1 96
	Do ..... do....	2 10
	Do ..... do....	2 41
	Do ..... do....	2 88
	Do ..... do....	2 34
	Envelopes, manila ..... do....	4 00
	Do ..... do....	3 39
	Do ..... do....	2 30
	Envelopes, linen stock ..... do....	2 00
	Envelopes, white, departmental ..... do....	1 35
	Do ..... do....	1 07
	And 20 cents per M additional for printing each 1,000 envelopes required.	
21	Joe H. Mann, Philadelphia, Pa.:	
	Press copy-books, 600 pages ..... per dozen..	12 60
	Press copy-books, 1,000 pages ..... do....	16 90
10	Mrs. Joseph Ross, Washington, D. C., envelope-knives ..... do....	6 00
18	Chemical Paper Company, Holyoke, Mass., facing-slip paper ..... per ream..	1 18
15	West Jersey Paper Manufacturing Company, Camden, N. J.:	
	Wrapping-paper, small ..... do....	1 85
	Wrapping-paper, large ..... do....	3 70
15	Boston Printing-Office Inking-Pad Company, Boston, Mass., stamping-pads. each..	45
15	Wild & Stevens, Boston, Mass., inking-pads ..... do....	33⅓
21	Chas. M. Fox & Co., inking-pads ..... do...	33
18	Wallace & Rowland, Providence, R. I.:	
	Cancel-stamps, wood ..... do....	2
	No. 1 steel stamps ..... do	1 19
	Boxwood ovals ..... do....	49
10	William Muirhead, Washington, D. C.:	
	Stamps, No. 1, steel, octagon ..... do....	1 12
	Stamps, No. 1, steel, circular ..... do....	2 95
	Stamps, No. 1, steel, New York pattern ..... do....	8 75
	Extra type for each, more or less ..... do....	2½
15	Benjamin Chambers, Lodge Landing, Va.:	
	Stamps, steel, circular ..... do....	1 05
	Do ..... do....	48
	Stamps, iron, miscellaneous ..... do....	12
	Stamps, iron, blocks ..... do....	5
	Stamps, oval, iron ..... do....	60
	Stamps, single-date blocks ..... do....	2
	Stamps, name ..... do....	25
10	Julius Baumgarten, Washington, D. C.:	
	Stamps, rubber, dating ..... do....	46
	Stamps, rubber, hand ..... do....	21
	Do ..... do....	30
24	James R. Michael, New York City, cotton twine ..... per pound....	13 48/100
31	James G. Barron, New York City, coarse hemp twine ..... do....	8 40/100
Oct. 28	Wilmington Mills Manufacturing Company, Wilmington, Del., jute twine..do....	7 38/100
Aug. 25	Fairbanks & Co., New York City:	
	Balances, 8-ounce ..... each....	2 80
	Scales, 4-pound ..... do....	5 60
	Scales, 62-pound ..... do....	8 40
	Scales, 240-pound ..... do....	9 80
	Scales, 600-pound ..... do....	21 00

Contracts for stationery—Continued.

Date of contract.	Name of contractor, and articles contracted for.	Price.
1885. Dec. 18	Robert L. Woods, New York City :	
	Canceling ink in ½-pound packages .....per pound..	$0 45
	Canceling ink in 1-pound packages and upwards.....do....	40

All delivered at Division of Post-Office Supplies, Washington, D. C. All contracts enumerated ended June 30, 1886.

United States postal agencies in foreign countries in account with the Post-Office Department for the fiscal year ended June 30, 1886.

Dr.		Cr.	
To expenses of Shanghai agency for three quarters.....	$1,354 11	By receipts at Shanghai agency for box-rents (three quarters)	$302 00
To expenses of Colon agency for three quarters.....	225 00	By sale of postage-stamps (three quarters).....	334 07
To expenses of Panama agency for the whole year.....	840 00	Excess of expenditures over receipts ..	1,183 04
	2,419 11		2,419 11

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. 20, Part 2.

EXPENDITURES AND BUSINESS OF THE POST-OFFICE DEPARTMENT.

LETTER

FROM THE

POSTMASTER-GENERAL

TRANSMITTING

REPORTS OF EXPENDITURES AND OF THE BUSINESS OF THE POST-OFFICE DEPARTMENT FOR THE FISCAL YEAR ENDED JUNE 30, 1886.

DECEMBER 8, 1886.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
H. Ex. 18——42 1886.

REPORT

OF

FINES AND DEDUCTIONS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1886.

REPORT OF FINES AND DEDUCTIONS DURING

WEEK ENDING SATURDAY

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
96055	Waggaman to railroad	La	J. Jeffion	$125 00	.....
	Remissions.				
	STAR SERVICE.				
11640	Old Town to Ivanhoe	Va	G. D. Moore	309 00	$0 99
11640	.....do	Va	.....do	.....	.....
15235	Carrollton to Dallas	Ga	G. A. McLean	349 00	1 67
15279	Greenville to Chipley	Ga	Mrs. E. G. McKee	200 00	96
17141	Russellville to ——	Ala	V. Forrester	450 00	1 44
17194	Blountsville to Whitney	Ala	T. A. Cobb	310 00	1 49
15289	Hogansville to Houston	Ga	G. A. McLean	158 00	75
20345	Viola to Viola	Ky	W. A. Gillian	262 83	1 26
20443	Mouth of Pond to Big Rock	Ky	J. A. Craft	346 00	1 66
20443	Mouth of Pond to Paw Paw	Ky	.....do	261 00	1 25
24249	Maple to Portland	Mich	J. L. White	155 00	49
24274	Clio to Vassar	Mich	A. J. Smith	620 00	99
34254	Genoa to Lindsay	Nebr	W. A. Stoddard	360 00	1 15
	RAILROAD SERVICE.				
11013	Lynchburgh to Bristol	Va	Norfolk and Western Railway.	36,374 98	49 82
22022	Indianapolis to Terre Haute	Ind	Terre Haute and Indianapolis Railway.	41,215 03	15 19
26025	Saint Paul to Sioux City	Minn	Chicago, Saint Paul, Minneapolis & Omaha Railway.	30,484 61	48 69
26028	Heron Lake to Woodstock	Minn	.....do	1,889 93	3 01

THE FISCAL YEAR ENDING JUNE 30, 1886.

JULY 4, 1885, INCLUSIVE.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 1 to 22, 1884	On the route.....	No evidence of service	.....	$7 47

Remit $5 90 of the deduction noted in report for week ended April 18, 1885.

Remit 5 26 of the fine noted in report for week ended April 18, 1885, it having been shown by late evidence that the deduction of $64.17 should have been $58.27, and that Sanson was supplied once a week from February 5, 1885.

Remit 6 68 of the deduction noted in report for week ended May 2, 1885, it having been shown by the certificates of the postmasters at Carrollton, Dallas, and Villa Rica that the only failure that occurred during the quarter was on January 23 to 24, 1885.

Remit 5 90 of the deduction noted in report for week ended May 2, 1885, it having been shown by the certificate of the postmaster at White Sulphur Springs that there were only three trips lost in February, 1885.

Remit 1 62 of the deduction noted in report for week ended May 2, 1885, it having been shown by the certificate of the postmaster at Ireland Hill that the failures of January 15 and February 12, 1885, extended over a distance of 8 miles both ways.

Remit 1 63 of the deduction noted in report for week ended May 2, 1885, it having been shown by statements of postmasters at Blountsville and Chepultepec that the whole trip was performed January 16, 1885.

Remit 75 of the deduction noted in report for week ended May 2, 1885, it having been shown by a re-examination of the register from Houston for January, 1885, and the affidavit of the subcontractor that half a trip was performed January 17, 1885.

Remit 20 44 of the deduction noted in report for week ended May 16, 1885, it having been shown by registers of arrivals and departures that there were no failures in the month of February, 1885.

Remit 36 31 of the deduction noted in report for week ended May 16, 1885, it having been shown by registers of arrivals and departures that there were no failures at Mouth of Pond in January, February, or March.

Remit 50 of the deduction noted in report for week ended April 25, 1885, it having been shown by certificate of postmaster at Maple that on the date when failure was charged one-half of the trip was actually performed.

Remit 57 of the deduction noted in report for week ended April 25, 1885, it having been shown by certificate of the postmaster at Arbela that on one of the dates when failure was charged a distance of 5 miles and back was actually traveled by the carrier.

Remit 3 69 of the deduction noted in report for week ended April 25, 1885, it having been shown by certificate of postmaster at Looking Glass that carrier did not fail to visit Lindsay post-office during March, 1885.

Remit 174 37 of the deduction noted in report for week ended April 25, 1885, it having been shown by the statement of J. H. Sands, general superintendent of the Norfolk and Western Railway Company, and copies of the telegrams therewith, that the failures at Lynchburgh, Va., to connect during the quarter were caused by a change of schedule on the Norfolk and Western Railway, of which change of schedule C. W. Vickery, superintendent of Railway Mail Service, was duly advised, and requested to make other arrangements to meet the emergency.

Remit 7 59 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavits of J. Hill, general superintendent of the Terre Haute and Indianapolis Railway Company, that the failure at Indianapolis of train No. 2, February 26, 1885, to connect was not due to misconduct or want of proper skill on the part of the agents and employés of the company.

Remit 11 33 of the deduction noted in report for week ended April 19, 1884, it having been shown by the affidavit of E. W. Winter, assistant president of the railroad company, corroborated by the statement of the postmaster at Sioux City, Iowa, that there was no failure to depart from that place with the mail March 10, 1884, as charged, and that the company is entitled to be credited with the price of a quarter trip ($24.34); and it also appearing that the failure of March 12, 1884, was one way between Le Sueur, Minn., and Sioux City, Iowa, 207.25 miles, and that the company should be charged with the sum of $13.01 additional, being for failure one way over 72.195 miles.

Remit 42 51 of the deduction noted in report for week ended April 19, 1885, it having been shown by the affidavit of E. W. Winter, assistant president of the railroad company, reports from J. E. White, superintendent Railway Mail Service, and the postmaster at Heron Lake, Minn., and review of the case, that the company ran its trains and carried the mail both ways between Heron Lake and Slayton (26.21 miles) February 22 and 23, and both ways between Heron Lake and Lake Wilson (38 miles) February 16, 20, 21, 25, 26, 27, 28, 29, 1884 (an aggregate of 356.42 miles both ways), and that the company is entitled to be credited with the sum of $48.53, less $6.02 withheld for failures at Heron Lake to arrive and depart January 10 and to depart March 21, and at Woodstock to arrive January 10, 1884 (four regular trips), with which the company was not chargod,

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—continued.				
	RAILROAD SERVICE—continued.				
43005	Tacoma to Carbonado	Wash...	Northern Pacific Rwy..	$2,144 13	$3 42

WEEK ENDING SATURDAY,

	STAR SERVICE.				
10266	Washington, D. C., to railroad stations, &c.	Md	R. M. Brimmer	$5,340 00	
13111	Charleston to Robbinsville	N. C	N. G. Philips	320 00	$1 02
13111	do	N. C	do		
13119	Franklin to Hayesville	N. C	N. W. Jones	239 00	1 14
13133	Jonathan's Creek to Mount Sterling	N. C	D. H. Nelson	220 00	1 05
13136	Waynesville to Fine's Creek	N. C	T. G. Gibson	324 00	3 00
13178	Spruce Pine to Cranberry	N. C	T. H. McConry	249 90	79
13180	Boone to Cranberry	N. C	H. N. Woodruff	487 00	77
13189	Patterson to Boone	N. C	H. M. Hicks	249 00	1 19
13193	Happy Home to Halls	N. C	H. N. Woodruff	274 81	1 31
13201	Rutherfordton to Marion	N. C	do	305 07	1 46
13201	do	N. C	do		
13201	do	N. C	do		
13201	do	N. C	do		
13202	Rutherfordton to Spartanburgh	N. C	G. D. Carrier	294 00	1 41
13230	Wilkesborough to Jefferson	N. C	H. N. Woodruff	744 00	1 18
13230	do	N. C	do		
13230	do	N. C	do		
13230	do	N. C	do		
13230	do	N. C	do		
13230	do	N. C	do		
13231	Wilkesborough to Gap Creek	N. C	do	194 78	93
13232	Wilkesborough to Hartland	N. C	L. L. Horton	423 00	1 35
13237	Jefferson to Ore Knob	N. C	H. N. Woodruff	238 00	37
13237	do	N. C	do		
13238	Jefferson to Elkville	N. C	do	272 00	1 30
13238	do	N. C	do		
13240	Jefferson to Mouth of Wilson	N. C	do	198 00	63
13240	do	N. C	do		
13253	Dobson to Old Town	N. C	M. H. Norman	174 00	83
13253	do	N. C	do		
13267	China Grove to Third Creek	N. C	L. D. Rosebro	230 00	73
13272	Salisbury to Salisbury	N. C	A. Easley	292 00	1 40
13275	Salisbury to Yadkin College	N. C	H. N. Woodruff	234 00	75
13286	Monroe to Monroe	N. C	A. Easley	184 00	88
13315	Walnut Cove to Madison	N. C	H. N. Woodruff	332 00	53
13315	do	N. C	do		
13331	Greensborough to Woodstock	N. C	do	62 57	59
13331	do	N. C	do		
13351	Bostick's Mills to Troy	N. C	A. Easley	442 00	1 41
13352	Bostick's Mills to Swift Island	N. C	S. D. Castleman	416 00	1 33
13359	Carthage to Ashborough	N. C	A. Easley	582 00	1 86
13394	Oxford to Oxford	N. C	J. B. Miner	212 00	67
13419	Fayetteville to Clinton	N. C	S. D. Castleman	386 00	1 85
13420	Fayetteville to Manly	N. C	do	336 00	1 61
13420	do	N. C	do		
13424	Fayetteville to Clay Fork	N. C	do	356 00	1 14
13432	Skye to Little Rock	N. C	A. Easley	308 47	1 48
13437	Wilmington to Jacksonville	N. C	S. D. Castleman	718 82	3 45

fiscal year ending June 30, 1886—Continued.

JULY 4, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $3.53 of the deduction noted in report for week ended February 7, 1885, it having been shown by the affidavit of J. T. Odell, assistant general manager of the Northern Pacific Railroad Company, and a re-examination of the evidence in the case, that the failure of December 9, 1884, was both ways between South Prairie and Carbonado (about 8 miles), and that the company is entitled to be credited with 36 miles one way.				

JULY 11, 1885, INCLUSIVE.

June 3, 1885	On the route	Failure to connect	$2 00	
Jan. 27, 1885	Charleston	Failure to arrive		$1 02
Jan. 28, 1885	do	Failure to depart		
Jan. 26, 1885	On the route	Failure on 18½ miles and back		1 14
June 9, 1885	do	Failure round trip		2 10
June 6, 20, 27, 30, 1885	Jonathan's Creek	Failure to supply	2 00	
June 22, 29, 1885	Spruce Pine	Failure to arrive and depart		1 58
May 15, 21, 30, 1885	On the route	Failure on 7 miles and back		1 34
May 19, 20, 1885	do	Failure round trip		2 38
May 29, 1885	do	Failure on 4 miles		1 31
June 2, 1885	Rutherfordton	Failure to arrive		
June 3, 1885	do	Failure to depart		3 29
May 22, 1885	do	Failure on 22 miles and back		
May 29, 1885	On the route	do		2 00
Apr. 1, 3, 6; June 17, 1885	Wilkesborough	Failure to arrive		
Apr. 2, 4; June 18, 1885	do	Failure to depart		
May 23, 1885	do	Failure to arrive and depart		7 67
May 22, 1885	Jefferson	do		
June 17, 1885	do	Failure to depart		
June 18, 1885	do	Failure to arrive		
May 22, 23, 1885	On the route	Failure round trip		1 86
May 30, 1885	do	Failure on 25 miles		1 64
May 29, 30, 1885	Ore Knob	Failure to arrive and depart		1 48
Apr. 18, 1885	do	Failure round trip		
May 29, 1885	Elkville	Failure to depart		1 30
May 30, 1885	do	Failure to arrive		
May 28, 1885	Mouth of Wilson	Failure to depart		1 29
Apr. 18, 1885	do	Failure on 14 miles and back		
June 22, 1885	Between Dobson and Old Town.	Failure round trip		
May 29, 1885	Between Old Town and Edwardsville.	do		2 78
June 25, 1885	On the route	do		1 46
June 1, 1885	do	Failure on 10½ miles and back		1 07
Apr. 4; June 25, 1885	do	Failure on 13½ miles and back		2 07
During second quarter, 1885	Poortith and Pleasant Valley.	Failure to supply various times.	5 00	
May 23, 26, 27; June 26, 1885	Walnut Cove	Failure to arrive and depart		3 18
May 26; June 26, 1885	Madison	do		
Feb. 21, 28; Mar. 7, 14, 21, 28; Apr. 4, 11, 18, 25; May 2, 9, 1885.	Between Crystal and Woodstock.	Failure on 2 miles and back		
Feb. 14 to Mar. 16, 1885	do	Contractor without authority ceased to carry the mail after when route was curtailed to Crystal.		1 57
May 23, 1885	On the route	Failure on 13 miles and back		1 22
June 16, 20, 1885	Bostick's Mills	Failure on 14 miles and back		2 66
May 21, 23, 1885	Between Carthage and Brown's Mills.	Failure on 6 miles and back		1 01
May 28, 1885	On the route	Failure round trip		1 34
May 29; June 1, 1885	do	Failure on 22 miles and back		4 52
May 19; June 12, 1885	do	Failure round trip	1 00	6 44
May 26, 27; June 5, 6, 16, 1885.	Inverness	Failure to supply		
May 22, 23, 1885	On the route	Failure round trip		2 28
May 1, 1885	Hasty	Failure to arrive and depart		1 48
June 30, 1885	Wilmington	Failure to depart		1 72

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
13439	Burgaw to Angola	N. C	J. R. Marshburn	$224 75	$1 07
13439	do	N. C	do		
13456	Smithfield to Smithfield	N. C	S. D. Castleman	226 00	1 08
13474	Rocky Mount to Nashville	N. C	do	326 00	52
13478	Greenville to Bethel	N. C	J. F. Logan	465 00	74
13480	Greenville to Washington	N. C	E. T. Clemmons	749 00	1 19
13486	Goldsborough to Goldsborough	N. C	J. F. Logan	648 00	1 03
13497	Warsaw to Clinton	N. C	E. T. Clemmons	319 00	50
13497	do	N. C	do		
13497	do	N. C	do		
13497	do	N. C	do		
13501	Pollocksville to Swansborough	N. C	J. T. Heath	269 00	1 59
13514	Chocowinity to Aurora	N. C	S. D. Castleman	371 20	1 18
13560	Teacheys to Teacheys	N. C	L. Wilson	180 00	1 73
16107	Westville to Geneva	Fla	W. D. McKinnon	801 37	1 27
16107	do	Fla	do		
16118	Quincy to Bristol	Fla	L. L. Greene	448 00	2 15
16118	do	Fla	do		
16118	do	Fla	do		
16118	do	Fla	do		
16121	Tallahassee to Coe's Mills	Fla	do	240 00	2 30
16173	Panasoffkee to Tampa	Fla	C. H. Cotter	4, 222 12	3 49
16173	do	Fla	do		
16173	do	Fla	do		
16175	Sumpterville to Hiawatha	Fla	L. L. Greene	191 85	92
16176	Sumpterville to West Apopka	Fla	J. D. Emerson	473 00	2 27
16181	Brooksville to Hudson	Fla	D. J. Whiddon	295 00	1 41
16196	Tampa to Palmetto	Fla	J. D. Emerson	3, 131 00	4 99
16196	do	Fla	do		
16196	do	Fla	do		
16196	do	Fla	do		
16196	do	Fla	do		
16200	Fort Meade to Fort Ogden	Fla	T. Holloway	948 00	4 55
16200	do	Fla	do		
16200	do	Fla	do		
16200	do	Fla	do		
16202	Saint Lucie to Lake Worth	Fla	J. B. Colegrove	410 00	1 97
16204	Titusville to Eau Gallie	Fla	J. F. Baya	532 29	1 70
16206	Manatee to Fort Ogden	Fla	J. D. Emerson	897 00	4 31
16224	Apalachicola to Carabelle	Fla	do	773 00	2 47
16224	do	Fla	do		
16224	do	Fla	do		
16224	do	Fla	do		
16228	Palmetto to Ellenton	Fla	do	260 00	41
18113	Holly Springs to Memphis	Miss	J. L. & W. J. McGowan	950 00	3 04
18114	Holly Springs to New Albany	Miss	G. W. Snider	424 00	2 03
18114	do	Miss	do		
18129	Rienzie to Ripley	Miss	J. J. Campbell	400 00	1 92
18147	Oxford to Paris	Miss	J. M. Hardie	187 37	89
18149	Oxford to Dallas	Miss	do	260 00	1 25
18156	Cedar Grove to Tupelo	Miss	C. C. Morse	242 29	77
18163	Baldwin to New Albany	Miss	A. T. Stocks	490 11	1 57
18164	Baldwin to Baker	Miss	J. J. Campbell	588 00	1 88
18164	do	Miss	do		
18174	Coffeeville to Pontotoc	Miss	N. Goode	849 00	2 72
18174	do	Miss	do		
18186	Aberdeen to Barttahatchie	Miss	J. A. Craft	340 00	1 63
18186	do	Miss	do		
18191	Faisonia to Lehrton	Miss	do	244 00	2 34
18197	Carrollton to Smith's Mills	Miss	J. J. Campbell	249 71	1 20
21703	Cincinnati to railroad	Ohio	Wilson & Peaso	8, 997 00	
21703	do	Ohio	do		
27447	Onawa to Soldier	Ohio	R. Ritter	302 25	1 45
28330	Holden to Garden City	Mo	E. M. Hardin	300 00	96
	RAILROAD SERVICE.				
8070	Rockwood to Johnstown	Pa	S. & C. Rwy	1, 939 56	3 09
8090	Berlin to Garrett	Pa	Balt. & Ohio R. R	389 02	62

fiscal year ending June 30, 1886—Continued.

JULY 11, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 2, 5, 1885	On the route	Failure on 12 miles and back		
June 30, 1885	do	Failure on 4 miles and back		$2 88
Apr. 28, 1885	do	Failure round trip		2 16
May 28, 1885	do	do		1 04
do	do	do		1 48
May 30, 1885	do	Failure on 18 miles and back		1 71
June 24, 1885	do	Failure on 20 miles and back		1 65
May 28, 1885	do	Failure on 8 miles and back		
May 30, 1885	do	Failure on 6 miles and back		1 25
May 29, 1885	Clinton	Failure to arrive		
do	On the route	Failure on 17½ miles and back		2 18
May 25, 28, 1885	do	Wet mail	$2 00	
May 29, 1885	do	Failure on 14½ miles		1 87
Apr. 8, 9, 10, 1885	Westville	Failure to arrive and depart		6 35
Apr. 9, 10, 1885	Geneva	do		
Apr. 3, 27, 1885	Quincy	Failure to arrive		
Apr. 2, 20, 1885	do	Failure to depart		9 67
Apr. 16, 1885	Bristol	Failure to arrive		
Apr. 17, 1885	do	Failure to depart		
Apr. 11, 1885	On the route	Failure on 8 miles each way		1 02
June 24, 1885	Brookville	Failure to arrive		
June 20, 1885	do	Failure to depart	5 00	3 49
Mar. 3 (from), 1885	Tema	Failure to supply		
Feb. 16 to June 30, 1885	Between Webster and Hiawatha.	Failure to perform service		16 32
During second quarter, 1885	On the route	Failure to observe schedule adopted by the Department.	5 00	
From Apr. 1, 1885		For failing to perform service according to schedule and by sworn carriers, and for not supplying Gulf Key.	5 00	
May 5, 6; June 3, 16, 1885	Tampa	Failure to arrive		
May 6, 1885	do	Failure to depart		
do	Palmetto	Failure to arrive	5 00	17 46
May 7, 1885	do	Failure to depart		
During second quarter, 1885	On the route	Failure to observe schedule		
May 22, 1885	Fort Meade	Failure to arrive		
June 21, 1885	do	Failure to depart		
May 23; June 18, 1885	Fort Ogden	Failure to arrive		13 65
May 25, 1885	do	Failure to depart		
Apr. 22, 1885	On the route	Failure on 32 miles both ways		1 94
From Apr. 1, 1885	Merritt	Failure to supply	5 00	
June 21, 1885	On the route	Failure on 10 miles each way		1 62
Mar. 5, 10, 12, 26; June 8, 21, 1885.	Apalachicola	Failure to arrive		
Mar. 6, 9, 25; June 12, 22, 1885	do	Failure to depart		18 52
June 3, 22, 1885	Carabelle	Failure to arrive		
June 13, 20, 1885	do	Failure to depart		
Feb. 16 to Mar. 16, 1885	On the route	Failure to perform service		20 94
June 12, 1885	Memphis	Failure on 24½ miles both ways		3 13
Apr. 30, 1885	Holly Springs	Failure to arrive		2 03
do	New Albany	Failure to depart		
Apr. 11, 25, 19, 30, 20, 1885	Hinkle	Failure to supply	4 00	
Apr. 30, 1885	On the route	Failure total		1 78
May 23; Apr. 8, 1885	do	do		5 00
During second quarter, 1885	Cedar Grove	Failure to arrive and depart according to schedule.	10 00	
June 12, 1885	New Albany	Failure on 14 miles both ways		1 32
Apr. 8, 15, 1885	Baldwin	Failure to arrive		3 76
Apr. 9, 16, 1885	do	Failure to depart		
Apr. 24, 1885	Coffeeville	Wet mail	1 00	
Apr. 3, 1885	Sarepta	do		
Apr. 28, 1885	Barttahatchie	Failure to depart		1 63
Apr. 29, 1885	do	Failure to arrive		
Apr. 3, 1885	On the route	Failure total		4 68
May 21, 1885	Smith's Mills	Failure to arrive and depart		1 20
During second quarter, 1885	On the route	Failure on two occasions to transfer important mails.	4 16	
do	do	Delays aggregating 56 minutes		
June 23, 26, 27, 30, 1885	Hiawatha	Failure to supply one way	3 00	
Apr. 3, 1885	On the route	Failure on 9 miles of trip		2 57
Apr. 2, 1885	Johnstown	Failure to arrive		1 54
Apr. 1, 1885	On the route	Failure round trip		1 24

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
10003	Baltimore to Wheeling	Md	Baltimore and Ohio R. R.	$190,230 38	
11003	Manassas to Strasburgh	Va	Va. Midland R. R.	3,583 48	$5 72
11009	Petersburgh to Weldon	Va	Petersburgh R. R. (2 lines R. P. O.).	13,178 25 5,224 80	 7 15
13002	Weldon to Wilmington	Va	W. & W. Rwy	38,522 41	
15009	Savannah to Jacksonville	Ga	S. F. & W. Rwy	33,725 47	46 19
15036	Dupont to Gainesville	Ga	do	5,736 95	7 85
15036	do	Ga	do		
17017	Selma to Pine Apple Station	Ala	L. & N. Rwy	2,206 92	3 52
18004	Mobile to Cairo	Miss	M. & O. Rwy	39,804 20	54 52
18004	do	Miss	do		
22002	Indianapolis to Terre Haute	Ind	T. H. & I. Rwy	41,215 03	56 45
22004	Indianapolis to Michigan City	Ind	W. St. L. & P. Rwy	13,128 39	20 97
23023	Decatur to East Saint Louis	Ill	W. St. L. & P. Rwy. (1 line R. P. O. cars).	22,695 94 4,537 60	 40 00
23031	Belleville to O'Fallon Depot	Ill	L. & N. Rwy	313 78	50
23031	do	Ill	do		
23031	do	Ill	do		
23031	do	Ill	do		
24058	Narenta to Metropolitan	Mich	C. & N. W. Rwy	1,496 67	2 39
25042	Lancaster Junction to Lancaster	Wis	do	915 74	1 46
25042	do	Wis	do		
28003	Saint Louis to Vinta	Mo	St. L. & S. F. Rwy	46,151 20	63 22
28004	Saint Louis to Kansas City	Mo	W. St. L. & P. Rwy	53,327 73	73 05
28011	Sedalia to Denison	Mo	Mo. Pacific Rwy (1 line R. P. O.).	89,389 20 10,786 50	122 45 14 77
28011	do	Mo	do		
28011	do	Mo	do		
28011	do	Mo	do		
28011	do	Mo	do		
28014	Hanibal to Sedalia	Mo	do	20,853 93	28 56
28014	do	Mo	do	3,565 75	4 88
28020	Pierce City to Halstead	Mo	St. L. & S. F. Rwy	25,937 87	
28040	Pleasant Hill to Joplin	Mo	Mo. Pacific Rwy	10,631 82	14 56
28040	do	Mo	do		
28040	do	Mo	do		
28040	do	Mo	do		
28040	do	Mo	do		
28040	do	Mo	do		
31006	Longview to Houston	Tex	I. & G. N. Rwy	35,751 04	48 97
31011	Whitesborough to Texarkana	Tex	Tex. & Pacific Rwy	4,701 16	6 44
31038	Austin to Burnet	Tex	A. & N. W. Rwy	3,491 82	5 57
31038	do	Tex	do		
31038	do	Tex	do		
31038	do	Tex	do		
	STEAMBOAT SERVICE.				
16089	Palatka to Enterprise	Fla	C. D. Owens	14,965 00	20 50
16090	do	Fla	A. DeBary	14,400 00	22 99
16090	do	Fla	do		
18099	Vicksburg to Faisonia	Miss	E. C. Carroll	200 00	19 23
18099	do	Miss	do		
18099	do	Miss	do		
18099	do	Miss	do		

the fiscal year ending June 30, 1886—Continued.

JULY 11, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 29, 1885	Between Newburgh and Baltimore.	No postal car on train east trip.		$15 39
Apr. 17, 1885	Between Front Royal and Manassas.	Failure on 51 miles one way		4 66
Mar. 10, 1885	Petersburgh	No postal clerk on train 40, south trip.		3 37
	On the route	do		8 88
May 9, 30, 1885	Jacksonville	Failure to connect		23 09
Dec. 9, 1884	Gainesville	Failure to arrive		31 40
Dec. 4, 5, 10, 11, 12, 14, 17, 1884	do	Failure to connect		
May 30, 1885	Pineapple Station	Failure to arrive		1 76
Apr. 8, 1885	Mobile	Failure to arrive and depart		81 78
Apr. 9, 1885	do	Failure to depart		
No. 4, Apr. 3, 4. No. 6, 12, 17, 18, 30; May 7, 16, 28, 29; June 4, 6, 11, 20, 27. No. 8, June 20. No. 12, Apr. 15, 23, 25; June 20, 22, 1885.	Indianapolis	Failure to connect		128 90
May 27, 28, 1885	Arcadia	Failure to dispatch the mail	$20 00	
Jan. 18, 1885	Saint Louis	No postal clerk on train leaving at 6.40 p. m.		6 21
Jan. 9, 10, 27, 1885	Belleville	Failure to arrive and depart		3 50
Jan. 28; Feb. 10, 1885	do	Failure to arrive		
Feb. 11, 16, 1885	do	Failure to depart		
do	O'Fallon Depot	Failure to arrive and depart		
May 11, 18, 1885	On the route	Failure half trip		4 78
Feb. 11, 1885	do	do		4 38
Feb. 10, 1885	do	Failure round trip		
Apr. 22, 1885	Between Seneca and Vinita.	Failure both ways		11 99
No. 1, May 2, 13, 29; June 16, 25. No. 3, Apr. 8, 9; June 26. No. 5, June 4, 16, 24, 1885.	Kansas City	Failure to connect		146 09
Apr. 23, 1885	Denison City	Failure to arrive and depart		244 90
Apr. 24, 1885	do	Failure to arrive		
Apr. 22, 1885	do	Failure to depart		
Apr. 22, 23, 24, 1885	do	R. P. O. car failed to arrive		36 92
Apr. 22, 23, 1885	do	R. P. O. car failed to depart		
Apr. 24, 1885	Hanibal	Failure to arrive		14 28
do	do	Failure to arrive with R. P. O. car.		2 44
Jan. 1, 1885	Between Severy and Pierce City.	No postal car on east bound train No. 4.		5 20
Apr. 3, 1885	On the route	Failure round trip		103 77
Apr. 22, 28, 1885	do	Failure half trip		
Apr. 1, 4, 1885	Between Pleasant Hill and Harrisonville.	Failure on 10.62 miles one way.		
Apr. 2, 1885	Between Harrisonville and Pleasant Hill.	Failure both ways		
Apr. 24, 1885	Rich Hill and Joplin.	Failure on 83.11 miles both ways.		
Apr. 26, 1885	Adrian and Joplin	Failure on 104.70 miles both ways.		
Apr. 10, 20, 1885	Longview	Failure to depart with the mail		48 97
Apr. 22, 1885	Sherman to Whitesborough.	Failure to perform service		1 39
do	Austin	Failure to arrive		33 42
Apr. 25, 1885	do	Failure to depart		
Apr. 23, 24, 1885	do	Failure to arrive and depart		
Apr. 23, 24, 25, 1885	Burnet	do		
June 1, 23, 1885	Palatka	Failure to arrive		20 50
June 17, 1885	Enterprise	do		22 99
June 18, 1885	do	Failure to depart		
Weeks ended May 23 and June 20, 1885.	Vicksburgh	Failure to arrive		67 30
Week ended June 13, 1885	do	Failure to depart	50 00	
Weeks ended June 12, 20, 1885.	Faisonia	Failure to arrive and depart		
April 3, 10, 17, 24, May 1, 15, 22, June 26, 1885.	do	Boat left before the schedule time without mail.		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STEAMBOAT SERVICE—continued.				
29094	Memphis to Sunkland	Ark	O. K. Joplin	$4,200 00	$40 38
29094	do	Ark	do		
29096	Arkansas City to Vicksburgh	Ark	J. A. Scudder	20,000 00	64 10
30094	Lake Charles to Cameron	La	J. Miller	4,090 00	13 10
30095	Baton Rogue to Bayou Sara	La	J. G. Stewart	8,950 00	14 28
30095	do	La	J. G. Stewart		
30095	do	La	J. G. Stewart		
30095	do	La	J. G. Stewart		
30097	New Orleans to Hope Villa	La	M. B. Muncy	4,400 00	21 15
	Remissions.				
	STAR SERVICE.				
15410	Morgan to Ward Station	Ga	J. H. Miflin	79 98	76
23434	Warsaw to Warsaw	Ill	R. Ritter	333 00	85
24438	Delaware Mine to Copper Harbor	Mich	R. Durocher	375 00	1 20
29348	Argenta to Wampoo	Ark	W. F. Hansberger	262 23	2 51
31556	Mobeetie to Fort Bascom	Tex	C. M. Snodgrass	8,300 00	26 60
36183	Gallatin to railroad station	Mont	H. C. Slavens	880 00	70 00

WEEK ENDING SATURDAY,

	STAR SERVICE.				
130	Farmington to Kingfield	Me	E. C. Clark	$420 00	$0 67
130	do	Me	do		
130	do	Me	do		
171	Bangor to Unity	Me	W. A. Stoddard	1,020 00	1 61
171	do	Me	do		
187	Belfast to Freedom	Me	do	409 20	65
187	do	Me	do		
244	Blaine to Fort Fairfield	Me	A. A. Trueworthy	365 00	58
244	do	Me	do		
244	do	Me	do		
249	Caribou to Van Buren	Me	H. H. Putnam	748 00	1 19
249	do	Me	do		
249	do	Me	do		
257	Patten to Ashland	Me	do	343 00	3 29
258	Ashland to Fort Kent	Me	W. L. Argue	388 00	3 73
262	Macwahoc to Island Falls	Me	J. E. Estes	465 49	1 49
262	do	Me	do		
272	Vinal Haven to Rockland	Me	M. Webster	798 00	1 27
272	do	Me	do		
273	Matinicus to Rockland	Me	W. A. Stoddart	280 00	2 69
391	Houlton to Caribou	Me	R. McCready	1,432 00	2 78
391	do	Me	do		
391	do	Me	do		
391	do	Me	do		
391	do	Me	do		
391	do	Me	do		
391	do	Me	do		
424	Greenville to Kineo	Me	J. D. Sturdevant	672 00	1 61
1138	Charlestown to Acworth	N. H.	G. H. Stowell	242 00	39

fiscal year ending June 30, 1886—Continued.

JULY 11, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During April and May, 1885..	Sunkland	Failure to perform service		
June 1, 8, 15, 22, 29, 1885.....	On the route	Failure to perform service by steamboat both ways, over 51 miles, it having been performed by land instead.	.....	$361 74
Week ended June 6, 1885.....	Arkansas City....	Failure to arrive once	.....	32 05
April 21, 1885	On the route.....	Failure on 48 miles.....	.....	22 86
April 13, 1885	Baton Rouge.....	Failure to depart		
April 14, 1885	....do	Failure to arrive.....	.....	28 56
April 20, 1885	Bayou Sara	.....do		
April 21, 1885	....do	Failure to depart		
April 21, 1885	Hope Villa.....	Failure to arrive and depart ..	.....	21 15

Remit $1 52 of the deduction noted in report for week ended January 24, 1885, it having been shown by the statement of the contractor, corroborated by the certificate of the postmaster at Morgan, Ga,, that the full compliment of service was performed in the month of November, 1884, and that no failure occurred, though one trip was not made on the schedule day.

Remit 1 16 of the deduction noted in report for week ended April 11, 1885, it having been shown by statement of sub-contractor and certificate of postmaster at Warsaw that January 16 service was performed 3 miles, and on February 9 over 9 miles of the route both ways each date.

Remit 60 of the deduction noted in report for week ended May 2, 1885, it having been shown by letter of postmaster at Copper Harbor and a re-examination of the case that service was performed March 17, 1885.

Remit 31 32 of the deduction noted in report for week ended May 23, 1885, it having been shown by certificate of postmaster at Argenta and postmasters at intermediate offices, also affidavit of the carrier, that service was regularly performed during the entire quarter.

Remit 30 32 of the deduction noted in report for week ended April 25, 1885, it having been shown by affidavits of carriers that the failures of January 1, 5, 6, 15, 22, February 9, March 14, 24, extended over 90 miles, the distance traveled having been 125 from Fort Bascom.

Remit 1 40 of the deduction noted in report for week ended April 18, 1885, it having been shown by statement of postmaster at Gallatin that the failures reported January 3, 8, 26 were failures made in railroad service and not by the carrier on route No. 36183.

JULY 18, 1885, INCLUSIVE.

Apr. 9, 17, 1885.....	Farmington	Failure to arrive and depart ..		
Apr. 21, 24, 29, 1885	....do	Failure to arrive.....	.....	$3 35
Apr. 20, 23, 28, 1885	....do	Failure to depart		
Apr. 7-8, 1885	Bangor	Failure half trip		
June 15, 16, 19, 30, 1885	....do	Failure to connect	.....	4 83
Apr. 8-9, 1885	Belfast	Failure half trip		
Apr. 8-9, 1885	Freedom	.....do	.....	1 30
Apr. 4, 17, 18, 1885	Blaine	Failure to arrive and depart ..		
Apr. 3, 17, 20, 21, 1885.....	From Fairfield....	Failure to arrive.....	.....	3 77
Apr. 4, 18, 21, 1885	....do	Failure to depart		
Apr. 21, 1885.....	Caribou.....	.....do		
Apr. 22, 1885.....	....do	Failure to arrive.....	.....	2 38
Apr. 22, 1885	Van Buren.....	Failure to arrive and depart ..		
Apr. 24-28, 1885	On the route.....	Failure round trip.....	.....	3 58
Apr. 25-27, 1885	....do	.....do	.....	7 46
May 2-4, 1885	....do	.....do		
June 30, 1885.....	Macwahoc	Failure to connect	.....	3 73
Apr. 29, 1885	On the route.....	Failure round trip.....		
May 2, 1885	....do	Failure to arrive.....	.....	3 18
June 30, 1885	Rockland	.....do	.....	1 34
Apr. 16, 1885	Houlton	Failure on 28 miles		
Apr. 17, 21, 1885.....	....do	Failure to depart		
Apr. 20, 1885	....do	Failure on 38 miles, one way..		
May 2, 1885	....do	Failure on 8 miles, one way...	.....	13 16
Apr. 15, 1885	Caribou.....	Failure to arrive.....		
Apr. 17, 18, 21, 1885	....do	Failure to arrive and depart ..		
Apr. 25, 1885	....do	Failure to depart		
Apr. 29-30, 1885	On the route.....	Failure round trip	.....	3 22
Apr. 3, 4, 1885	....do	Failure to perform service....	.....	1 52

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
1142	Claremont to Lebanon	N. H.	Wellcome & Jackson	$591 00	$1 89
1142	do	N. H.	do		
1155	Lyme City to East Thetford	N. H	W. L. Argue	320 00	25
1188	Gonic to North Strafford	N. H.	J. R. Tupper	92 00	88
1206	Meredith Village to West Ossipee	N. H.	C. Sanborn	793 00	1 26
1206	do	N. H.	do		
1218	North Woodstock to Littleton	N. H.	C. H. Marden	476 42	76
1244	Franklin to Bristol	N. H.	W. A. Stoddard	460 00	
6151	New York to Mariner's Harbor	N. Y.	H. H. Lake	200 00	79
6202	Catskill to Tamersville Junction	N. Y.	W. A. Stoddard	509 25	81
6216	Albany to Rensselaerville	N. Y.	T. Cant	950 00	1 51
6222	Schenectady to West Charlton	N. Y.	W. A. Stoddard	440 00	70
6250	Minerva to Long Lake	N. Y.	M. J. Moss	558 00	2 68
6270	Madrid to Waddington	N. Y.	J. Robinson	115 00	18
6270	do	N. Y.	do		
6271	Madrid to Chase's Mills	N. Y.	W. A. Stoddard	260 00	41
6271	do	N. Y.	do		
6279	Carthage to Fine	N. Y.	H. D. Clark	575 00	68
6279	do	N. Y.	do		
6285	Carthage to Pinckney	N. Y.	W. A. Stoddard	527 00	34
6285	do	N. Y.	do		
6285	do	N. Y.	do		
6285	do	N. Y.	do		
6293	Adams Centre to Tremain's Corners	N. Y.	S. L. Austin	334 42	24
6294	Adams to Worth Centre	N. Y.	W. A. Stoddard	380 00	60
6296	Adams to Belleville	N. Y.	J. Lovell	190 00	15
6301	Prospect to Ohio	N. Y.	W. G. Howard	434 97	23
6301	do	N. Y.	do		
6308	Middleburgh to Summit	N. Y.	Z. T. Carpenter	340 00	70
6315	Canajoharie to Central Bridge	N. Y.	W. A. Stoddard	760 00	1 21
6324	Saint Johnsville to Middle Sprite	N. Y.	D. A. Baker	161 67	51
6337	Unadilla Forks to Morris	N. Y.	A. E. Hibbard	731 00	1 16
6363	Fulton to Mexico	N. Y.	W. A. Stoddard	429 05	68
6440	Cattaraugus to Springville	N. Y.	S. C. Spaulding	700 00	1 11
6440	do	N. Y.	do		
6440	do	N. Y.	do		
6448	Angelica to Nunda	N. Y.	S. H. Carpenter	491 43	78
6493	Greene to McDonough	N. Y.	C. D. Geer	354 00	56
6493	do	N. Y.	do		
6513	Richmondville to Stanford	N. Y.	J. N. Bameson	639 00	1 02
6513	do	N. Y.	do		
6527	Cohocton to Monticello	N. Y.	Z. T. Carpenter	463 00	53
6563	Holland Patent to Big Brook	N. Y.	do	388 00	61
6577	Slingerland's to East Berne	N. Y.	A. Kipp	540 00	86
6564	Vermillion to Oswego	N. Y.	W. A. Stoddard	427 14	68
6683	Morrisville Station to Cazenovia	N. Y.	do	460 00	41
6683	do	N. Y.	do		
6721	Mexico to Union Square	N. Y.	J. B. Colegrove	119 00	19
6721	do	N. Y.	do		
6773	Brooklyn to depot and stations	N. Y.	A. E. Boone	9,277 00	
6773	do	N. Y.	do		
6796	Paul Smith's to Bloomingdale	N. Y.	Z. T. Carpenter	316 50	50
6796	do	N. Y.	do		
6797	Taberg to Glenmore	N. Y.	W. A. Stoddard	240 00	38
6797	do	N. Y.	do		
6809	Knox to West Bane	N. Y.	J. F. Gilbert	249 00	39
6809	do	N. Y.	do		
6840	Angola to Evans	N. Y.	J. B. Colegrove	54 67	08
6840	do	N. Y.	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 8, 1885	Claremont	Failure to arrive		$1 89
Apr. 9, 1885	do	Failure to depart		
Apr. 6, 8, 10, 21, 1885	Lyme Centre	Failure to arrive first and depart second trip.		1 00
Apr. 4, 1885	On the route	Failure to perform service		1 76
Apr. 8, 1885	West Ossipee	Failure to arrive		1 26
Apr. 9, 1885	do	Failure to depart		
Apr. 1 to June 23, 1885	Between North Woodstock and Profile House.	Failure to perform service		49 97
May 24 to June 15, 1885	On the route	do		38 74
May 30, 1885	do	Failure to perform more than one round trip.		4 74
May 9, 11, 1885	Catskill	Failure to connect	$1 00	
Apr. 1, 3, 4, 1885	Rensselaersville	Failure to arrive and depart		3 77
Apr. 4, 1885	On the route	Failure to perform service		1 40
Apr. 24, 1885	do	Entrusting mail to drunken carrier under age.	10 00	
Apr. 4, 1885	Madrid	Failure to arrive and depart	90	18
Apr. 8, 9, 10, 14, 15, 16, 23, 24, 25, 29, 1885.	do	Failure to connect		
Apr. 4, 1885	On the route	Failure to perform service	21	82
Apr. 6, 1885	Madrid	Failure to connect		
Apr. 8, 1885	Carthage	Failure to arrive		3 08
Apr. 1, 8, 10, 14, and 4, 9, 11, 18, 1885.	Harrisville	Failure to arrive and depart		
Apr. 1, 13, 14, 15, 16, 17, 18, 1885	Copenhagen	Failure to arrive and failure to arrive and depart.		
Apr. 1, 13, 14, 15, 16, 17, 18, 1885	Carthage	do		5 57
Apr. 8, 15, 24, 25, 27, 1885	Copenhagen	do		
Apr. 8, 18, 25, 20, 22, 24, 1885	Pinckney	do		
Apr. 1, 3, 8, 10, 11, 1885	Between Adams Centre and Redman.	Failure to perform second daily trip.		1 80
Apr. 8, 21, 22, 23, 25, 1885	On the route	Failure to perform service		6 00
Apr. 1, 2, 8, 9, 10, 1885	do	Failure to perform more than one trip.		1 50
Apr. 16, 17, 18, 1885	Between Prospect and Grant.	Failure to arrive and depart		2 30
Apr. 4, 20, 21, 22, 1885	Grant	do		
Apr. 3, 1885	On the route	Failure to perform service		1 40
Apr. 2, 3, 4, 6, 1885	do	Failure on 47 miles		5 68
Apr. 4, 1885	do	Failure to perform service		1 02
Apr. 4, 1885	do	do		2 82
Apr. 16, 1885	do	do		1 36
Apr. 8, 9, 10, 14, 25, 1885	do	Failure on 65 miles		8 87
Apr. 2, 3, 1885	Springville	Failure to arrive and depart		
Apr. 3, 4, 1885	Eddyville	Failure to supply		
May 30, 1885	On the route	Failure to perform service		1 56
Apr. 14, 1885	do	do		1 96
Apr. 1, 8, 9, 10, 13, 21, 22, 1885.	Between German and McDonough	do		
Apr. 6, 7, and 4, 6, 1885	Richmondsville	Failure to arrive and depart		6 12
Apr. 23, 24, 26, and 3, 4, 6, 7, 1885.	Stanford	do		
Apr. 4, 1885	On the route	Failure to perform service		1 00
Apr. 4, 1885	do	do		1 22
Apr. 4, 1885	do	do		1 72
Apr. 3, 1885	do	do		
Apr. 1, 3, 4, 8, 10, 11, 1885	Morrisville	Failure to arrive and depart		5 50
Apr. 1, 3, 4, 8, 10, 1885	Cazenovia	do		
Feb. 10, 11, 16, 17, 1885	Mexico	do		1 52
Feb. 11, 12, 17, 18, 1885	Union Square	do		
Apr. 9, 1885	Brooklyn	Failure to connect	3 00	
May 3, 1885	do	Failure to call for mail in time		
Apr. 6, 1885	Bloomingdale	Failure to arrive and depart		1 00
Apr. 11, 1885	Paul Smith's	do		
Apr. 3, 8, 1885	Taberg	do		1 52
Apr. 10, 12, 1885	Glenmore	do		
Apr. 1, 1885	On the route	Failure on 3½ miles		1 23
Apr. 4, 1885	do	Failure to perform service		
Apr. 3, 4, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 21, 1885.	Angola	Failure to connect	3 00	
During April, 1885	Evans	Failure 22 days to arrive on schedule time.		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
6865	Harlem River Stations to Pennsylvania Railroad Depot, Jersey City.	N. Y.	G. K. Otis	$2,350 00	$3 21
6922	Bonneville to Old Forge	N. Y.	J. B. Colegrove	349 00	1 11
6935	South Cotton to Moody	N. Y.	do	880 00	1 40
6936	Big Indian to Clayburgh	N. Y.	J. S. Smith	440 00	1 28
6936	do	N. Y.	do		
7176	White House Station to Flemington	N. J.	J. T. Gibson	429 24	68
7240	Barnegat to Barnegat	N. J.	J. B. Colegrove	570 00	91
8975	Philadelphia to railroad stations, &c.	Pa.	E. Cannon	23,750 00	
11111	Warsaw to Kilmarnock	Va.	R. H. Pratt	1,060 00	1 88
11111	do	Va.	do		
11112	Warsaw to Kilmarnock	Va.	do	770 00	1 23
11123	Bowling Green to Tappahannock	Va.	J. E. Ennis	1,214 24	1 93
11145	Yorktown to Matthews C. H	Va.	J. R. Foster	1,185 00	1 88
11161	Surry C. H. to Petersburgh	Va.	A. K. Cook	440 00	1 41
11189	Farmville to Buckingham C. H	Va.	V. Boreing	994 00	1 58
11189	do	Va.	do		
11193	Pamplin City to Red House	Va.	J. T. Freeman	121 00	58
11193	do	Va.	do		
11198	Spout Spring to Hat Rack	Va.	L. C. Flagg	236 00	75
11242	Rastburgh to Brookneal	Va.	William M. Taylor	485 71	1 55
11242	do	Va.	do		
11256	Black Walnut to Oxford	Va.	H. F. Finley	460 00	1 47
11306	Rocky Gap to Grattan	Va.	J. L. Hedrick	118 88	56
11307	Clover Depot to Cody	Va.	S. Y. Saunders	493 95	18
11314	Wytheville to Mount Airy	Va.	W. R. Gardner	1,164 00	1 85
11314	do	Va.	do		
11314	do	Va.	do		
11329	Marion to Mouth of Wilson	Va.	D. Carrier	556 00	89
11329	do	Va.	do		
11329	do	Va.	do		
11329	do	Va.	do		
11330	Sharon Springs to Chatham Hill	Va.	E. Repass	388 50	1 24
11331	Bland C. H. to Bethel	Va.	do	298 91	95
11331	do	Va.	do		
11133	Estellville to Bristol	Va.	V. Boreing	770 00	1 23
11333	do	Va.	do		
11335	Estellville to Jonesville	Va.	J. D. Black	781 95	1 24
11335	do	Va.	do		
11335	do	Va.	do		
11335	do	Va.	do		
11340	Saltville to Tazewell	Va.	G. M. Snodgrass	336 00	1 07
11346	Tazewell C. H. to Sharon Springs	Va.	J. D. Black	312 88	1 00
11346	do	Va.	do		
11346	do	Va.	do		
11351	Cedar Bluff to Grundy	Va.	J. C. Foley	424 50	1 35
11352	Lebanon to Knob	Va.	E. Buckler	219 75	1 05
11355	Grundy to Pat's Store	Va.	J. S. Litton	267 00	1 28
11356	Jonesville to Big Stone Gap	Va.	S. G. Steele	260 00	1 25
11357	Hansonville to Wise C. H	Va.	W. B. Catching	439 50	1 40
11357	do	Va.	do		
11358	Point Truth to Pattonsville	Va.	R. D. Hill	294 00	1 41
11360	Jonesville to Turkey Cove	Va.	W. B. Catching	117 00	56
11360	do	Va.	do		
11361	Jonesville to Cumberland Gap	Va.	A. Gatliff	659 00	1 05
11361	do	Va.	do		
11361	do	Va.	do		
11362	Jonesville to Turkey Cove	Va.	W. B. Catching	169 50	54
11362	do	Va.	do		
11363	Jonesville to Hoop	Va.	J. T. Gibson	323 00	1 03
11363	do	Va.	do		
11364	Pattonsville to Turkey Cove	Va.	do	90 00	43
11368	Fulkerson to Mill Point	Va.	G. M. Snodgrass	121 00	58
11368	do	Va.	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 8, 1885	Jersey City	Failure to connect	$1 60	
Apr. 8, 9, 1885	On the route	Failure to perform trip		$2 22
Apr. 20, 22; May 30, 1885	Moody	Failure to arrive and depart		3 50
Apr. 2, 4, 6, 1885	Big Indian	do		3 20
Apr. 3, 4, 1885	Clayburgh	do		
May 30, 1885	On the route	Failure to perform service		1 36
May 28, 1885	do	do		1 82
During second quarter, 1885	Philadelphia	Delays of mails	125 89	
Feb. 17, 18, 19, 1885	Kilmarnock	Failure to arrive		4 70
Feb. 17, 18, 1885	do	Failure to depart		
do	do	Failure to arrive and depart		2 46
June 1 to 30, 1885	Tappahannock	Failure to connect	10 00	
Apr. 29, 1885	Yorktown	Failure to arrive and depart		1 88
May 1, 27, 1885	On the route	Failure on 23 miles both ways		3 00
Jan. 7, 1885	Buckingham	Failure to arrive		1 58
Jan. 6, 1885	do	Failure to depart		
June 9, 1885	Pamplin City	Failure to arrive and depart		1 92
June 11, 27, 1885	Red House	do		
June 27, 1885	Spout Spring	Failure on 15 miles		1 77
Apr. 14, 1885	Brookneal	Failure to arrive		1 55
Apr. 15, 1885	do	Failure to depart		
May 28, 1885	On the route	Failure total		2 94
May 29, 1885	do	do		1 12
Oct. 1, 1884, to June 30, 1885	Between Republican Grove and Cody.	Failure to perform service		51 57
June 29, 1885	Wytheville	Failure to arrive and depart		4 16
May 30, 1885	Mount Airy	Failure to arrive		
May 31, 1885	do	Failure to depart		
Apr. 17, 1885	Marion	Failure to arrive		
Apr. 18, 1885	do	Failure to depart		
Apr. 11, 13, 17, 24; May 23, 28; June 13, 1885.	Mouth of Wilson	Failure to arrive		9 63
Apr. 13, 17, 24, 25; May 25, 29; June 15, 1885.	do	Failure to depart		
May 1, 1885	Chatham Hill	Failure to arrive and depart		1 24
Apr. 18, 1885	On the route	Failure total		3 80
May 28, 30, 1885	do	Failure half trip		
May 29, 30, 1885	Bristol	Failure to arrive		2 30
May 30, 1885	do	Failure to depart		
Apr. 14, 1885	Estellville	do		
Apr. 17, 1885	do	do		
Apr. 2, 6, 8, 11, 17, 18; May 2, 15, 20, 29, 30; June 1, 2, 3, 4, 1885.	Jonesville	Failure to arrive		22 90
Apr. 2, 6, 8, 11, 17, 18; May 2, 15, 21, 29, 30; June 1, 2, 3, 4, 1835.	do	Failure to depart		
Apr. 17; May 20, 29, 1885	Saltville	Failure to arrive and depart		3 47
Apr. 13, 24, 27; May 11, 14, 1885.	Tazewell C. H	do		18 20
Apr. 17, 22; May 4, 8, 1885	do	Failure on 16 miles each way		
Apr. 13, 24, 27; May 11, 13, 1885.	Sharon Spring	Failure to arrive and depart		
Apr. 17, 18; May 28, 29, 1885	On the route	Failure total		5 40
Apr. 17, 1885	Lebanon	Failure to arrive and depart		1 05
Apr. 17, 18, 1885	On the route	Failure total		2 56
Apr. 17, 1885	do	do		2 50
Apr. 17, 21; May 30, 1885	Hansonville	Failure to arrive and depart		5 60
Apr. 17, 1885	Wise C. H	do		
Apr. 17; May 29, 1885	On the route	Failure on 29 miles each way		4 30
Apr. 17; June 26, 1885	do	Failure total		3 30
May 29, 1885	do	Failure on 10 miles each way		
Apr. 17, 18; May 28, 29, 30; June 17, 24, 1885.	Jonesville	Failure to arrive		8 82
Apr. 17, 18; May 29, 30; June 17, 31, 1885.	do	Failure to depart		
Apr. 17, 1885	Cumberland Gap	Failure to arrive and depart		
Apr. 18; May 30; June 27, 1885.	On the route	Failure total		4 24
May 28, 1885	do	Failure on 9 miles		
Apr. 18, 1885	do	Failure on 6 miles		6 66
May 29; June 18, 29, 1885	do	Failure total		
Apr. 17; May 29, 1885	do	do		1 72
Apr. 18; May 26, 1885	do	Failure on 3 miles		1 54
May 30, 1885	do	Failure total		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
11370	Wirt C. H. to Grundy	Va	G. P. Bain	$236 79	$2 26
11374	Abingdon to Friendship	Va	G. M. Snodgrass	216 77	45
11374	Love's Mills to Rye Valley	Va	do		
11374	do	Va	do		
11378	Grundy to Peerysville	Va	W. L. Gamble	240 00	1 15
11378	do	Va	do		
11382	Pulaski Station to Mechanicsburgh	Va	W. H. Harris	397 00	63
11382	do	Va	do		
11382	do	Va	do		
11389	Goshen Bridge to Lexington	Va	J. B. Colegrove	386 50	61
11392	Fincastle to Sussex Springs	Va	J. D. Black	426 95	1 36
11392	do	Va	do		
11393	Covington to Pott's Creek	Va	J. B. Colegrove	320 00	1 53
11393	do	Va	do		
11393	do	Va	do		
11393	do	Va	do		
11398	Newport to Ripplemead	Va	W. J. Worch	208 59	66
11398	do	Va	do		
11405	Salem to Ripley's Mills	Va	V. Boreing	697 61	1 00
11405	do	Va	do		
11441	Charlottesville to Stanardsville	Va	J. B. Henderson	359 00	1 15
11447	Gordonville to Stanardsville	Va	S. G. Steele	350 00	55
11447	do	Va	do		
11447	do	Va	do		
11516	Winchester to Rock Enon Springs	Va	J. T. Freeman	203 86	44
11516	do	Va	do		
11530	Edenburgh to Edenburgh	Va	J. Robinson	200 00	32
11530	do	Va	do		
11543	Rawley Springs to Franklin	Va	G. M. Snodgrass		
11549	McDowell to Millborough Springs	Va	S. B. Dishman	378 00	1 21
11550	McDowell to Oak Flat	Va	do	368 00	1 17
11554	Richmond to railroad stations	Va	Z. T. Carpenter	2,380 00	22
11554	do	Va	do		
11557	Rye Cove to Estellville	Va	C. M. Snodgrass	163 50	52
11557	do	Va	do		
11557	do	Va	do		
11575	Trammel Creek to Bickley's Mills	Va	M. A. Moore	112 00	53
11575	do	Va	do		
11640	Old Town to Ivanhoe Furnace	Va	G. D. Moore	357 28	1 14
11643	Toga to Buckingham C. H	Va	do	116 00	55
11674	Lexington to Elmeria	Va	J. W. Wright	313 00	50
12124	Jackson to Ripley Landing	W. Va	H. C. Parson	64 75	30
12124	do	W. Va	do		
12131	Point Pleasant to Angerona	W. Va	G. M. Snodgrass	182 50	87
12131	do	W. Va	do		
12131	do	W. Va	do		
12131	do	W. Va	do		
12139	Brownstown to Madison	W. Va	R. F. Atkins	625 00	99
12139	do	W. Va	do		
12140	Madison to Logan C. H	W. Va	B. S. Hogan	800 74	1 28
12140	do	W. Va	do		
12142	Huntington to Huntington	W. Va	J. T. Freeman	258 50	82
12145	Fort Gray to Mouth of Pond	W. Va	Baughman & Tinsley	239 00	2 29
12145	do	W. Va	do		
12148	Wayne C. H. to Cove Creek	W. Va	G. M. Snodgrass	122 00	28
12148	do	W. Va	do		
12153	Winfield to Flat Rock	W. Va	T. J. Wyatt	177 00 177 56	1 70
12157	Rich Creek to Mouth of Pond	W. Va	Baughman & Tinsley	264 00	2 33
12159	Oceana to Raleigh C. H	W. Va	G. C. Hughes	720 00	1 15
12159	do	W. Va	do		
12159	do	W. Va	do		
12163	Littlesburgh to Oceana	W. Va	J. Tilley, sr	191 00	1 83
12164	Princeton to Shady Springs	W. Va	W. E. Martin	250 00	1 20
12164	do	W. Va	do		
12175	Edray to Dunmore	W. Va	W. H. Baxton	208 00	1 00

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 28, 1885	Grundy	Failure to arrive and depart		$2 26
Apr. 18, 1885	Friendship	Failure on 10 miles		
June 16, 1885	Rye Valley	Failure to arrive and depart		4 11
Apr. 1 to June 30, 1885	Love's Mills to Clair's Bottom.	Failure on 2½ miles		
Apr. 17; May 29, 1885	Grundy	Failure to arrive and depart		
June 8, 1885	Peerysville	do		3 45
Apr. 17; May 29, 1885	Pulaski Station	do		
May 28, 1885	do	Failure on 12 miles each way		2 73
May 29, 1885	Mechanicsburgh	Failure to arrive and depart		
May 25, 28, 1885	On the route	Failure total		2 44
May 26, 1885	Fincastle	Failure on 3 miles		1 50
May 28, 1885	do	Failure on 16 miles		
May 26, 30, 1885	Covington	Failure to arrive		
May 25, 29, 1885	do	Failure to depart		6 88
do	Pott's Creek	Failure to arrive		
May 23, 26, 30, 1885	do	Failure to depart		
May 28, 1885	On the route	Failure on 17½ miles each way		1 30
May 30, 1885	do	Failure on ¼ mile each way		
May 25, 28, 1885	do	Failure on 23 miles each way		5 56
May 29, 1885	do	Failure on 18 miles		
May 25, 1885	do	Failure total		2 30
Apr. 2, 3, 13, 18; May 7; June 20, 1885.	Gordonsville	Failure on 6 miles each way		
Apr. 10, 11, 14, 15, 16, 25, 28, 1885.	do	Failure to connect	$2 00	4 00
Mar. and Apr., 1885	Stanardsville	Failure to arrive in time		
June 1 to 30, 1885	Winchester	Failure to arrive and depart 32 times.		28 16
do	Rock Enon Springs	do		
Apr. 2, 13; May 19, 1885	Edenburgh	Failure to arrive and depart		
Apr. 2, 3, 13; May 21, 28, 1885.	Columbia Furnace	do		3 31
May 25, 26, 1885	On the route	Failure total		2 20
June 27, 1885	Millborough Spr's.	Failure to arrive and depart		1 21
May 25, 1885	Oak Flat	do		1 17
May 21; June 27, 1885	Richmond	Failure to call for mail in time		
Apr. 12; May 8; June 16, 1885.	do	Failure to bring mail to office in proper time.	10 00	
Apr. 18, 1885	On the route	Failure half trip		
May 28, 1885	do	Failure quarter trip		1 56
May 29, 1885	do	Failure ¾ of a trip		
Apr. 17, 1885	do	Failure on 11 miles each way		
June 17, 1885	do	Failure half trip		1 63
Apr. 4, 7, 11, 18; May 30, 1885.	Old Town	Failure to arrive and depart		5 70
May 27, 1885	On the route	Failure total		1 10
June 27, 1885	do	do		1 00
Apr. 4, 8, 11, 15, 18, 25, 1885	Jackson C. H	Failure to arrive and depart		
Apl. 1, 4, 8, 11, 15, 18, 25; June 13, 20, 1885.	Ripley Landing	do		6 75
Apr. 3, 7, 10, 17, 21, 1885	Point Pleasant	Failure to arrive		
Apr. 4, 8, 11, 18, 22, 1885	do	Failure to depart		11 74
Apr. 8, 11, 18, 22, 1885	Angerona	Failure to arrive		
Apr. 7, 10, 17, 21, 1885	do	Failure to depart		
May 9, 1885	Madison	Failure to arrive		
May 9, 11, 1885	do	Failure to depart		2 22
Apr. 17; May 5, 1885	do	Failure to arrive and depart		2 56
May 28, 1885	Logan C. H	Wet mail	2 00	
Apr. 17, 18, 1885	On the route	Failure total		1 64
Feb. 11, 1885	Mouth of pond	Failure to arrive and depart		6 87
Apr. 9, 1885	do	do		
Apr. 4, 1885	On the route	Failure half trip		1 74
Apr. 18, 1885	do	Failure total		
Apr. 25, 26, 1885	do	do		3 40
Feb. 26; Apr. 9, 1885	Mouth of Pond	Failure to arrive and depart		7 59
Apr. 6, 7; May 25, 26; June 4, 5, 1885.	Oceana	Failure to arrive		
Apr. 6, 7; May 25, 26; June 6, 1885.	do	Failure to depart	1 00	9 48
May 27, 1885	Raleigh C. H	Wet mail		
May 21, 1885	On the route	Failure on 29 miles both ways		1 94
Apr. 17, 1885	do	Failure on 14 miles		1 64
May 29, 1885	do	Failure on 9 miles		
Apr 1, 4, 18, 1885	do	Failure on 8 miles each way		3 00

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half-trip.
	STAR SERVICE—continued.				
12176	Red Sulphur Springs to Lowell	W. Va	D. N. Ellis	$474 00	$0 75
12194	Walton to Sissonville	W. Va	J. Shafer	105 00	1 00
12195	Walton to Spencer	W. Va	J. C. Harper	156 00	50
12196	Arnoldsburgh to Osborn's Mills	W. Va	I. Conly	379 00	1 21
12201	Burning Spring to Spencer	W. Va	N. A. Richardson	431 00	68
12201	do	W. Va	do		
12201	do	W. Va	do		
12201	do	W. Va	do		
12201	do	W. Va	do		
13204	Elizabeth to Reedy	W. Va	J. D. James	169 96	80
13204	do	W. Va	do		
12205	Ritchie to Glenville	W. Va	J. T. Freeman	287 00	1 37
12205	do	W. Va	do		
12206	Ritchie C. H. to Grantsville	W. Va	N. A. Robinson	834 00	1 33
12215	Glenville to Arnoldsburgh	W. Va	J. B. Price	276 00	88
12215	do	W. Va	do		
12219	Braxton C. H. to Minora	W. Va	N. A. Richardson	405 90	1 29
12220	Braxton C. H. to Clay C. H	W. Va	S. Sutton	248 22	56
12221	Braxton C. H. to Nicholas C. H	W. Va	J. Bell	681 86	1 09
12221	do	W. Va	do		
12221	do	W. Va	do		
12221	do	W. Va	do		
12222	Webster C. H. to Nicholas C. H	W. Va	W. C. Rader	389 00	1 24
12225	Weston to Replete	W. Va	J. T. Freeman	420 00	1 34
12229	Bullton to Glenville	W. Va	J. Gatliff	227 00	1 09
12230	Webster to Beverly	W. Va	J. D. Jarvis	935 98	
12237	Buckhannon to Beverly	W. Va	S. G. Steele	370 00	1 18
12261	Ringwood to Tunnelton	W. Va	E. M. Minear	174 00	27
12265	Cranesville to Tewa Alta	W. Va	W. S. Castello	129 00	41
12267	Saint George to Day's Mills	W. Va	Chambers & Moore	307 99	1 47
12267	do	W. Va	do		
12267	do	W. Va	do		
12269	Leadsville to Mouth of Wilson	W. Va	J. T. Freeman	317 00	1 52
12272	Beverly to Marlin's Bottom	W. Va	Baughman & Tinsley	726 00	2 32
12281	Moorefield to Franklin	W. Va	A. & J. A. Landes	838 15	41
12282	Gold Hill to Deer Run	W. Va	F. C. Wise	91 17	43
12282	do	W. Va	do		
12282	do	W. Va	do		
12285	Keyser to Moorefield Junction	W. Va	T. R. Parker	316 18	50
12289	Oak Flat to Petersburgh	W. Va	J. W. Owens	284 00	1 36
12289	do	W. Va	do		
12307	Moorefield to Wardensville	W. Va	D. Farmer	394 50	1 26
12308	Saint George to Philippi	W. Va	C. W. Ashley	264 00	1 26
12320	Stout's Mills to Braxton C. H	W. Va	Richardson & Litton	118 00	1 13
12320	do	W. Va	do		
12331	Replete to Webster	W. Va	Logan & Roberts	347 00	1 11
12331	do	W. Va	do		
12335	Salem to Shirley	W. Va	S. G. Steele	84 00	80
12349	Minnora to Braxton	W. Va	I. B. Conley	109 83	1 04
12349	do	W. Va	do		
12386	Lake to Madison	W. Va	V. B. Jones	141 00	69
12386	do	W. Va	do		
12393	Hewett to Man	W. Va	W. B. Catching	199 00	1 91
13163	Burnsville to Bakersville	N. C	H. N. Woodruff	195 00	62
13163	do	N. C	do		
13171	Bakersville to Johnson City	N. C	E. T. Clemmons	768 00	1 22
13172	Bakersville to Marion	N. C	do	761 00	1 21
13172	do	N. C	do		
13226	Dellaplane to Dobson	N. C	H. N. Woodruff	265 00	1 27
13277	Concord to Smith's Ford	N. C	A. Easley	88 00	84
13276	Concord to Concord	N. C	S. D. Castleman	146 00	70
13377	Hillsborough to Milton	N. C	E. T. Clemmons	943 00	1 50
13492	Kewansville to Kewansville	N. C	K. Jones	260 00	1 25
13492	do	N. C	do		
13493	Kewansville to Jacksonville	N. C	E. T. Clemmons	1,369 00	2 17
13493	do	N. C	do		
13493	do	N. C	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 28, 1885	On the route	Failure total		$1 56
Apr. 4, 1885	Sissonville	Failure to arrive and depart		1 00
Apr. 4, 1885	On the route	Failure total		1 00
Apr. 16, 1885	Osborn's Mills	Failure to arrive and depart		1 21
Apr. 1, 1885	On the route	Failure on 12 miles each way		
Apr. 17, 1885	do	Failure on 6 miles each way		
May 5, 1885	do	Failure on 3 miles each way		5 16
May 26, 1885	do	Failure on 14 miles each way		
Apr. 4, 16, 1885	do	Failure total		
Apr. 17, 1885	do	Failure on 10⅔ miles		
May 12, 1885	do	Failure total		2 66
Apr. 4, 1885	do	Failure on 28 miles each way		
Apr. 18, 1885	do	Failure total		5 12
June 27, 1885	Grantsville	Failure to arrive and depart		1 99
Apr. 4, 9, 16, 18, 1885	On the route	Failure on 9 miles each way		
Apr. 2, 11, 1885	do	Failure on 15 miles each way		6 96
Apr. 17, 18, 1885	do	Failure total		2 58
Apr. 10, 24; May 8, 15, 22; June 5, 12, 1885.	Clay C. H	Failure to arrive and depart		7 03
Apr. 4, 13, 15, 16, 18, 21, 22, 24, 25, 1885.	Braxton C. H	Failure to arrive		
Apr. 4, 13, 15, 16, 18, 21, 22, 23, 25, 1885.	do	Failure to depart		17 98
Apr. 23, 25, 1885	Nicholas C. H	Failure to arrive		
Apr. 24, 25, 1885	do	Failure to depart		
June 17, 1885	Webster C. H	Failure to arrive and depart		1 24
Apr. 16, 1885	On the route	Failure on 15 miles		1 14
Apr. 17, 18, 1885	do	Failure total		2 18
During first quarter, 1885	Between Phillippi and Beverly.	Schedule times of arrivals and departures neglected.	$20 00	
Apr. 16, 17, 1885	On the route	Failure total		2 36
During second quarter, 1885	Ringwood	Failure to observe schedule either in arrivals or departures.	5 00	
Mar. 28, 31; Apr. 2, 4, 7, 9, 11, 21, 23, 25, 1885.	Pleasant Hill	Failure to supply	2 00	
Apr. 3, 6, 17, 1885	Saint George	Failure to arrive and depart		
Apr. 3, 6, 20, 1885	Day's Mills	Failure to arrive		8 08
Apr. 3, 6, 1885	do	Failure to depart		
Apr. 3, 17, 1885	On the route	Failure on 17 miles each way		4 42
June 3, 1885	Marlin's Bottom	Failure to arrive and depart		2 32
Apr. 17, May 25, 29, 1885	On the route	Failure total		2 46
Apr. 8; May 6, 13, 16, 1885	Gold Hill	Failure to arrive		
Apr. 7, May 5, 12, 15, 1885	do	Failure to depart		4 73
Apr. 4, 8, May 6, 13, 16, 1885	Deer Run	Failure to arrive and depart		
During second quarter 1885	Moorefield Junction.	Behind time during the quarter.	5 00	
Apr. 3 to 4, 1885	On the route	Failure total		
May 29, 30, 1885	do	Failure on 16 miles both ways.		4 00
Apr. 13 to 14, June 1 to 2, 1885	do	Failure total		7 56
Apr. 3 to 4, 17 to 18, 1885	do	do		5 04
June 6, 1885	Stout's Mills	Failure to arrive		
June 5, 1885	do	Failure to depart		1 13
Apr. 17, 1885	On the route	Failure on 22 miles both ways.		
June 17, 1885	do	Failure total		4 24
Apr. 4, 18, 1885	do	do		3 20
Apr. 10 to 11, 1885	do	do		
Apr. 13, 17, 18, May 20, 21, 1885.	Rosedale	Failure to supply	50	2 08
Apr. 18, 1885	Lake	Failure to arrive and depart		
do	Madison	do		2 76
Apr. 17 to 18, 1885	On the route	Failure total		3 82
Apr. 18, May 23, 1885	do	Failure round trip		
Apr. 4, May 26, 1885	Bakersville	Failure to arrive and depart		4 96
June 17, 1885	On the route	Failure on 23 miles		1 70
May 29, 1885	Bakersville	Failure to arrive		
May 30, 1885	do	Failure to depart		1 21
Apr. 23, 1885	On the route	Failure round trip		2 54
June 26, 1885	do	do		1 68
June 27, 1885	do	do		1 40
Apr. 4, 21, 1885	Hillsborough	Failure to arrive and depart		4 50
May 20, 1885	On the route	Failure on 15 miles and back		
May 29, 30, 1885	do	Failure round trip		4 00
May 29, 1885	Between Kewansville and Richlands.	do		5 64
May 30, 1885	Kewansville	Failure to arrive and depart		
May 29; June 1, 1885	Richlands	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
13553	Powell's Point to Manteo	N. C	W. T. Dough	$466 00	$1 50
13553	do	N. C	do		
14166	Hamburgh to Rehoboth	S. C	S. D. Castleman	326 00	1 56
18168	Fulton to Pikeville	Miss	J. J. Campbell	786 00	2 51
18203	Grenada to Walthall	Miss	C. C. Morse	536 00	2 57
18203	do	Miss	do		
18203	do	Miss	do		
18203	do	Miss	do		
18207	Winona to Chester	Miss	J. D. Emerson	560 00	2 69
18209	Winona to Walthall	Miss	J. J. Campbell	1,190 00	1 89
18210	Walthall to Chester	Miss	J. A. Craft	490 00	1 57
18210	do	Miss	do		
18222	Sessumville to Louisville	Miss	P. R. Schnebly	633 00	2 02
18222	do	Miss	do		
18225	Starkville to Walthall	Miss	C. C. Morse	600 00	1 92
18225	do	Miss	do		
18236	Kosciusko to Louisville	Miss	J. J. Campbell	650 00	2 08
18236	do	Miss	do		
18244	Fearn's Springs to Philadelphia	Miss	C. T. McLeod	260 00	1 25
18244	do	Miss	do		
18244	do	Miss	do		
18244	do	Miss	do		
18248	Louisville to Philadelphia	Miss	J. J. Campbell	430 00	2 06
18248	do	Miss	do		
18248	do	Miss	do		
18264	Canton to Carthage	Miss	Hall & Allen	1,189 00	56
					2 67
18269	Philadelphia to Java	Miss	J. J. Campbell	238 00	1 14
18280	Terry to Utica	Miss	do	545 19	1 74
18285	Brandon to Carthage	Miss	do	820 00	3 94
18285	do	Miss	do		
18236	Brandon to Trenton	Miss	do	266 00	1 27
18236	do	Miss	do		
18236	do	Miss	do		
18236	do	Miss	do		
18291	Forest to Raleigh	Miss	do	700 00	2 24
18293	Lake to Philadelphia	Miss	J. B. Colegrove	1,070 00	3 42
18296	Newton to Philadelphia	Miss	J. A. Whitten	1,180 00	1 87
18296	do	Miss	do		
18303	Hazlehurst to Westville	Miss	J. J. Campbell	560 00	1 79
18304	Westville to Raleigh	Miss	do	393 00	1 88
18304	do	Miss	do		
18304	do	Miss	do		
18304	do	Miss	do		
18304	do	Miss	do		
18304	do	Miss	do		
18304	do	Miss	do		
18310	Paulding to Raleigh	Miss	do	439 00	2 11
18314	Natchez to Meadville	Miss	J. D. Emerson	448 00	2 15
18314	do	Miss	do		
18314	do	Miss	do		
18314	do	Miss	do		
18314	do	Miss	do		
18315	Natchez to Woodville	Miss	J. J. Campbell	699 90	3 36
18315	do	Miss	do		
18315	do	Miss	do		
18321	Brookhaven to Meadville	Miss	do	625 00	2 00
18321	do	Miss	do		
18325	Williamsburgh to Raleigh	Miss	do	499 00	2 39
18325	do	Miss	do		
18325	do	Miss	do		
18325	do	Miss	do		
18334	Liberty to Woodville	Miss	P. R. Schnebly	1,281 63	2 04
18336	Magnolia to Liberty	Miss	J. A. Craft	960 00	1 53
18336	do	Miss	do		
18340	Augusta to Leaksville	Miss	C. A. Bradley	219 00	2 10
18346	Stonewall to Flint Creek	Miss	J. J. Campbell	210 00	2 01

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 14, 1885	Manteo	Failure to arrive		$1 50
Apr. 18, 1885	do	Failure to depart		
Apr. 1 to May 15, 1885	On the route	Failure to observe schedule	$25 00	
June 22, 1885	Fulton	Failure on 12 miles and back		1 43
Apr. 3, 7, 14, 21; May 1, 8, 12, 15, 19, 1885.	Grenada	Failure to depart		
Apr. 4, 8, 15, 22; May 2 to 9, 13, 16, 20, 1885.	do	Failure to arrive		61 68
Apr. 14, 21; May 8, 12, 15, 19, 22, 1885.	Walthall	do		
Apr. 15, 22; May 9, 13, 16, 20, 23, 1885.	do	Failure to depart		
June 1, 1885	Chester	Failure to arrive and depart		2 69
May 15, 1885	Walthall	do		1 89
May 27, 1885	do	Failure to arrive		1 57
May 28, 1885	do	Failure to depart		
May 30, 1885	Sessumville	Failure to arrive and depart		6 06
Dec. 13 to 18, 1884	Louisville	do		
Apr. 6, 1885	Walthall	Failure to arrive		1 92
Apr. 7, 1885	do	Failure to depart		
June 1, 1885	Kosciusko	Failure to arrive		2 08
June 2, 1885	do	Failure to depart		
May 29, 1885	Fearn's Springs	do		3 75
May 30, 1885	do	Failure to arrive		
Apr. 7, May 29, 1885	Philadelphia	do		
Apr. 8, May 30, 1885	do	Failure to depart		
May 29, 1885	Louisville	Failure to arrive		5 01
May 30, 1885	do	Failure to depart		
May 10; June 1, 1885	Philadelphia	Failure on 13 miles each date		
Apr. 7, 1885	On the route	Failure total		6 46
June 19, 1885	Java	Failure to arrive and depart		1 14
May 15, 1885	On the route	Failure total		3 48
Apr. 7, 1885	Carthage	Failure on 44¼ miles both ways		
Apr. 10, 1885	do	Failure on 16¼ miles		7 19
Apr. 7, 1885	Brandon	Failure on 3 miles		
Apr. 27, 30; May 7, 18, 1885	do	Failure to arrive		
Apr. 28; May, 1, 8, 19, 1885	do	Failure to depart		6 22
Apr. 13, 1885	Trenton	Failure on 11 miles		
Apr. 8, 1885	Forest	Failure on 20¼ miles both ways		2 31
Apr. 7, 9, 1885	Philadelphia	Failure on 10½ miles		2 77
Apr. 7, 1885	Newton	Failure on 20 miles	1 00	2 13
Apr. 7; June 29, 1885	do	Wet mail		
During second quarter, 1885	On the route	Failure to carry mail according to schedule.	10 00	
Apr. 23, 1885	Westville	Failure to arrive		
Apr. 24, 1885	do	Failure to depart		
Apr. 27, 1885	do	Failure to arrive		
Apr. 28, 1885	do	Failure to depart		
Apr. 9, 1885	Raleigh	Failure on 5 miles		15 59
Apr. 25, 27; May 11, 18, 25; June 1, 1885.	do	Failure to depart		
Apr. 24, 28; May 12, 19, 26; June 2, 1885.	do	Failure to arrive		
May 23, 1885	On the route	Failure total		4 22
Apr. 7; May 29, 1885	Natchez	Failure to depart		
Apr. 8; May 30, 1885	do	Failure to arrive		9 07
Apr. 7; May 29, 1885	Meadville	Failure to arrive and depart		
May 26; June 27, 1885	do	Failure on 2 miles		
Apr. 7, 10, 1885	Natchez	Failure to arrive and depart		
Apr. 11, 1885	Woodville	Failure to arrive		10 08
Apr. 13, 1885	do	Failure to depart		
Apr. 3, 7, 25, 1885	Meadville	Failure on 8 miles each date	1 00	3 00
Apr. 23, 1885	do	Wet mail		
Apr. 7; May 15, 23, 30; June 5, 1885.	Williamsburgh	Failure to arrive and depart		
Apr. 10, 1885	do	Failure on 29 miles both ways		28 24
Apr. 6, 30; May 14, 21, 28; June 4, 1885.	Raleigh	Failure to depart		
May 2, 16, 23, 30; June 6, 1885	do	Failure to arrive		
Apr. 3, 8, 1885	Liberty	Failure to arrive and depart		4 08
Apr. 3, 1885	do	Failure on 13½ miles		4 34
Apr. 7, 1885	do	Failure on 22 miles		
Apr. 1 to 8, 1885	Leaksville	Failure on 23 miles each date		5 22
Apr. 6, 1885	On the route	Failure total		4 02

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
18347	Stonewall to Ramsey	Miss	J. J. Campbell	$108 00	$1 03
18347	do	Miss	do		
18363	Pearson to Westville	Miss	C. C. Morse	662 79	2 12
18363	do	Miss	do		
18380	Wilcox to McCool	Miss	H. V. Childress	674 72	1 07
19100	Head of Laurel to Helton	Tenn	A. Easley	322 98	1 03
19101	Taylorsville to Abingdon	Tenn	W. B. Catching	870 00	1 38
19101	do	Tenn	do		
19101	do	Tenn	do		
19101	do	Tenn	do		
19101	do	Tenn	do		
19101	do	Tenn	do		
19102	Taylorsville to Bristol	Tenn	C. M. Arnold	272 00	1 30
19102	do	Tenn	do		
19102	do	Tenn	do		
19104	Taylorsville to Jefferson	Tenn	A. Roberts	690 00	1 10
19104	do	Tenn	do		
19104	do	Tenn	do		
19109	Hampton to Taylorsville	Tenn	W. A. Sorrell	690 00	1 10
19109	do	Tenn	do		
19110	Elizabethtown to Stony Creek	Tenn	J. B. Miller	294 00	46
19110	do	Tenn	do		
19142	Rogersville to Kingsport	Tenn	O. W. Hawkins	850 00	1 35
19144	Rogersville to Jonesville	Tenn	J. Lovelace	1,004 20	1 60
19144	do	Tenn	do		
19144	do	Tenn	do		
19152	Sneedville to Pattonsville	Tenn	A. Easley	282 98	1 35
19154	Sneedville to Jonesville	Tenn	W. B. Catching	234 00	75
19157	Tazewell to Pleasant	Tenn	do	150 00	48
19158	Tazewell to Morristown	Tenn	T. G. Fulkerson	744 03	1 18
19160	Whitesburgh to Sneedsville	Tenn	J. C. Trent	794 00	1 26
19173	Dandridge to Newport	Tenn	A. Easley	142 98	68
19178	Sutton to Big Creek	Tenn	do	142 98	68
19193	Knoxville to Oliver Springs	Tenn	D. Cawood	1,093 00	1 73
19193	do	Tenn	do		
19196	Hargus to New Market	Tenn	J. R. Pigg	327 94	1 05
19198	Knoxville to Double	Tenn	W. F. Costellow	102 52	98
19208	Compensation to Lone Mountain	Tenn	T. Branscom	147 70	70
19208	do	Tenn	do		
19208	do	Tenn	do		
19213	Jacksborough to Cumberland Gap	Tenn	do	799 31	1 26
19213	do	Tenn	do		
19213	do	Tenn	do		
19213	do	Tenn	do		
19213	do	Tenn	do		
19213	do	Tenn	do		
19213	do	Tenn	do		
19278	Clinton to Wattburgh	Tenn	W. F. Costellow	500 00	1 60
19278	do	Tenn	do		
19293	Crissville to Kismet	Tenn	do	1,313 00	1 50
19299	Pikeville to Spencer	Tenn	Ferguson & Hall	229 00	73
19302	Pikeville to Pikeville	Tenn	Annis & Howard	217 49	69
19326	Spencer to Tatesville	Tenn	G. A. Denham	218 00	2 19
19334	Cookville to Livingston	Tenn	J. M. Copeland	599 00	95
19334	do	Tenn	do		
19336	Livingston to Jamestown	Tenn	W. B. Catching	445 00	1 42
19336	do	Tenn	do		
19338	Livingston to Burkesville	Tenn	A. A. Stamford	350 00	1 68
19338	do	Tenn	do		
19338	do	Tenn	do		
19338	do	Tenn	do		
19338	do	Tenn	do		
19346	Celina to Albany	Tenn	W. B. Catching	380 00	1 82
19346	do	Tenn	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 3, 1885	Stonewall	Failure to arrive and depart		$3 09
Apr. 3, 10, 1885	Ramsey	....do	.....	
Apr. 8, 1885	Pearson	Failure to arrive		2 12
Apr. 9, 1885	....do	Failure to depart	.....	
May 28, 1885	McCool	Wet mail	$1 00	.....
May 28, 1885	On the route	Failure round trip	.....	2 06
Apr. 17, 18; May 22, 23, 30, 1885.	Between Taylorsville and Mock's Mills.	Failure on 7½ miles and back		
May 28, 1885	On the route	Failure on 15 miles and back		11 04
May 29, 1885	....do	Failure on 14 miles and back	.....	
Apr. 17, 1885	....do	Failure on 6½ miles and back		
Apr. 18, 1885	....do	Failure on 9½ miles and back		
May 29; June 30 1885	....do	Failure on 3½ miles and back		
Apr. 17, 1885	....do	Failure on 11¾ miles and back		
May 29, 1885	....do	Failure on 25¾ miles and back	.....	4 36
June 2, 1885	....do	Failure on 10¾ miles and back		
Apr. 29, 1885	Taylorsville	Failure to arrive and depart		
Apr. 18, 1885	Jefferson	....do	.....	4 08
May 28, 1885	....do	Failure on 23½ miles and back		
May 28, 1885	Taylorsville	Failure to arrive and depart		
May 29, 1885	On the route	Failure on 14 miles and back	.....	2 13
Apr. 18; May 22, 29, 1885	....do	Failure round trip		
May 27, 1885	....do	Failure on 4½ miles and back	.....	3 09
May 29, 1885	....do	Failure on 27½ miles and back	.....	2 60
May 28, 1885	Between Jonesville and Half Way.	Failure on 13 miles and back		
May 29, 30, 1885	....do	Failure on 15 miles and back	.....	8 43
May 7, 1885	....do	Failure on 8 miles and back		
Apr. 17; May 29, 1885	On the route	Failure on 25¾ miles and back	.....	4 63
May 28, 1885	....do	Failure round trip	.....	1 50
Apr. 18; May 30, 1885	....do	....do	.....	1 92
Apr. 19; May 29, 30, 1885	....do	Failure on 22 miles and back	.....	5 02
Apr. 18; May 29, 30, 1885	Between Whitesburgh and Half Way.	Failure on 8½ miles and back	.....	2 38
June 10, 13, 24, 27, 1885	On the route	Failure 4 round trips	.....	8 16
June 17, 1885	....do	Failure round trip	.....	1 36
May 27, 1885	Oliver Spring	Failure to arrive	.....	2 59
May 28, 1885	....do	Failure to depart		
Apr. 20, 1885	Hargus	Failure to arrive and depart	.....	1 05
May 13, 1885	On the route	Failure round trip	.....	1 96
Apr. 21, 1885	....do	Failure on 5½ miles and back		
May 29, 1885	....do	Failure on 6½ miles and back		
June 3, 1885	Between Lone Mountain and Keck's Chapel.	Failure round trip	.....	1 56
May 28, 1885	Between Jacksborough and Compensation	Failure on 19¾ miles and back		
May 30, 1885	....do	Failure on 12¾ miles and back		
Apr. 23, 1885	Between Compensation and Cumberland Gap.	Failure on 9¾ miles and back	.....	4 85
May 28, 1885	....do	Failure on 15¼ miles and back		
May 29, 1885	....do	Failure on 11 miles and back		
May 30, 1885	....do	Failure on 6 miles and back		
May 29, 1885	On the route	Failure on 11 miles and back	.....	4 22
June 15, 1885	....do	Failure round trip		
May 29, 1885	....do	Failure to arrive and depart	.....	1 50
May 28; June 13, 1885	Spencer	....do	.....	1 46
Apr. 17, 1885	On the route	Failure round trip	.....	1 38
May 28, 1885	....do	Failure on 23 miles and back	.....	2 53
June 23, 27, 1885	....do	Failure to connect	2 00	.....
Apr. 3, 1885	....do	Wet mail		
Apr. 13, 1885	....do	Failure round trip	.....	7 10
Apr. 10; May 28, 1885	....do	Failure on 21 miles and back		
Apr. 9, 1885	Mouth of Wolf	Failure to arrive and depart		
May 28; June 1, 1885	On the route	Failure 2 round trips		
Apr. 7, 1885	Mouth of Wolf	Failure to arrive and depart	.....	7 65
May 29, 1885	On the route	Failure round trip		
May 5, 1885	Burkesville	Failure to arrive and depart		
May 27, 29, 1885	On the route	Failure round trip		
May 29, 1885	Between Albany and mouth of Wolf.	Failure 2 round trips	.....	5 76

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
19348	Gainesborough to Celina	Tenn	G. A. Denham	$114 00	$1 09
19383	Gallatin to Beckwith	Tenn	W. B. Catching	264 00	84
19426	Wales to Barchens	Tenn	J. W. Peden	124 00	39
19473	Dora to Golden Pond	Tenn	W. B. Catching	366 00	1 75
19502	Coffee Landing to Henderson	Tenn	W. R. Hardin	561 75	83
19510	Clifton to Scott's Hill	Tenn	W. S. C. Brigance	233 00	1 12
19511	Juno to Cedar Grove	Tenn	Jas. Lisenby	163 29	78
19549	Curve to Key Corner	Tenn	W. H. Glenn	175 00	56
23208	Golconda to Vienna	Ill	F. T. Welch	392 00	1 88
23228	Shawneetown to New Haven	Ill	P. R. Schnebly	593 00	94
23291	Clay City to Gatewood	Ill	W. B. Catching	343 92	42
23294	....do	Ill	....do		
23330	Flat Rock to Vincennes	Ill	E. M. Hardin	490 00	1 57
23330	do	Ill	....do		
23342	Girard to Morrisonville	Ill	....do	210 00	1 00
23356	Cincinnati to New Canton	Ill	H. N. Warren	129 00	41
23383	Stewardtown to Big Spring	Ill	P. R. Schnebly	39 50	38
23418	Rushville to Plymouth	Ill	W. B. Catching	425 00	1 36
23457	Belle Plain to Mineuk	Ill	V. Boreing	414 00	66
23601	Waukegan to Fox Lake	Ill	P. R. Schnebly	649 00	1 03
23601	....do	Ill	....do		
26102	Caledonia to Houston	Minn	B. W. Beedy	319 00	1 02
26110	Preston to Cresco	Minn	....do	664 50	2 12
26110	....do	Minn	....do		
26110	....do	Minn	....do		
26114	Spring Valley to Lime Spring	Minn	Z. T. Carpenter	548 00	1 75
26114	....do	Minn	....do		
26114	....do	Minn	.... do		
26114	....do	Minn	....do		
26162	High Forest to Rochester	Minn	S. P. Wheeler	540 00	86
26162	....do	Minn	....do		
26162	....do	Minn	....do		
26164	Rochester to Spring Valley	Minn	C. Broxholm	589 85	1 89
21164	....do	Minn	....do		
21164	....do	Minn	....do		
21164	....do	Minn	.... do		
26185	Faribault to Red Wing	Minn	F. W. Zimmerman	1,020 00	3 26
26185	....do	Minn	....do		
26185	....do	Minn	....do		
26185	....do	Minn	....do		
26207	Balaton to Balaton	Minn	J. B. Colegrove	232 00	1 11
26214	Beaver Falls to Bird Island	Minn	I. N. Sanborn	731 00	1 16
26214	....do	Minn	....do		
26286	Royalton to Elm Dale to Upsola	Minn	....do	434 52	1 15
26286	....do	Minn	....do		
26345	Duluth to Two Harbors to Grand Portage.	Minn	L. H. Warren	4,445 20	4 00
26345	....do	Minn	....do		
26345	....do	Minn	....do		
26345	....do	Minn	....do		
26345	....do	Minn	....do		
26345	....do	Minn	....do		
26354	Wesely to Northfield	Minn	Z. T. Carpenter	312 00	1 50
26363	Bird Island to Franklin to Fort Ridgely.	Minn	S. A. Pond	536 00	1 64
26363	....do	Minn	....do		
26372	Eagle Bend to Wadena	Minn	R. Ritter	243 82	234
26372	....do	Minn	.... do		
26401	Fosston to Maple Bay	Minn	N. H. Beanlien	465 00	2 23
26436	Jacksville to Christine	Minn	L. G. Johnson	176 00	56
27208	Mount Zion to Fairfield	Iowa	S. A. Pond	544 00	86
27248	Quincy to Reno	Iowa	E. M. Hardin	260 00	83

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 30, 1885	On the route	Failure round trip		$2 18
Feb. 19, 21, 1885	do	Failure on 5½ miles		1 05
July 1, 1884, to June 30, 1885	Bodenham	Failure on 624 miles in not supplying.		48 89
June 19 to 22, 1885	On the route	Failure round trip each		7 00
Apr. 17, 1885	Between Wild Goose and Henderson.	Failure to arrive and depart		1 00
June 2, 1885	On the route	Failure on 11 miles		1 23
May 12, 16, 19, 23, 26, 30; June 2, 1885.	Bargerton	Failure to supply	$2 00	
May 7, 9, 12, 14, 16, 21, 23, 26, 28, 30, 1885.	Between Double Bridge and Key Corner.	Failure on 3½ miles and back		3 08
June 16, 17, 1885	On the route	Failure half trip		1 88
June 9, 1885	do	Failure round trip		1 88
Apr. 18, 1885	On the route	Failure 1 round trip on 6 t. a.w. service.		1 34
Apr. 18, 1885	do	Failure round trip on 3 t. a. w. service.		
Apr. 20, 22, 24, 1885	Flat Rock	Failure to arrive and depart		6 28
Apr. 21, 1885	Vincennes	do		
Apr. 24, 1885	Morrisonville	do		1 00
Apr. 23, 1885	On the route	Failure one trip		1 03
Apr. 4, 1885	do	Failure round trip		1 52
Apr. 23, 1885	Rushville	Failure to arrive and depart		1 36
Feb. 9, 10, 11, 16, 17, 18, 1885	On the route	Failure round trip		7 92
Apr. 24, 1885	do	do		3 09
Apr. 17, 1885	Waukegan	Failure to arrive and depart		
Apr. 7, 1985	Caledonia	do		1 02
Apr. 1, 1885	Preston	Failure to arrive		3 18
Apr. 2, 1885	do	Failure to depart		
Mar. 31, 1885	Cresco	Failure to arrive		
Apr. 1, 1885	Spring Valley	Failure to depart		3 50
Apr. 2, 1885	do	Failure to arrive		
Apr. 1, 1885	Lime Spring	do		
Apr. 2, 1885	do	Failure to depart		
Apr. 1, 3, 1885	High Forest	Failure to arrive		2 58
Apr. 2, 4, 1885	do	Failure to depart		
Apr. 2, 1885	Rochester	Failure to arrive and depart		
Apr. 1, 1885	do	Failure to arrive		3 78
Apr. 2, 1885	do	Failure to depart		
do	Spring Valley	Failure to arrive		
Apr. 1, 1885	do	Failure to depart		
Apr. 2, 9, 30, 1885	Faribault	Failure to arrive		19 56
Apr. 1, 8. 29, 1885	do	Failure to depart		
do	Red Wing	Failure to arrive		
Apr. 2, 9, 30, 1885	do	Failure to depart		
Apr. 22, 1885	On the route	Failure total		2 22
June 25, 1885	Beaver Falls	Failure to arrive		1 16
do	Bird Island	Failure to depart		
Apr. 7, 1885	On the route	Failure on 12½ miles both ways.		2 44
do	do	Failure total		
Apr. 21, 24, 29, 1885	Duluth	Failure to arrive		
Apr. 22, 1885	do	Failure to depart		
Apr. 21, 1885	Two Harbors	Failure to arrive		
Apr. 22, 24, 29, 1885	do	Failure to depart	1 00	27 10
Apr. 20, 1885	Grand Portage	Failure to arrive		
Apr. 14, 1885	do	Mail leaving Grand Portage delayed 9 days in arrival at Duluth.		
Apr. 7, 1885	On the route	Failure total		3 00
Apr. 1 to June 30, 1885	Between Franklin and Fort Ridgely.	Failure to perform service	10 00	36 16
During second quarter 1885	Bird Island, Franklin, Fort Ridgely.	Failure to observe schedule		
June 12, 1885	Wadena	Failure to arrive		2 34
June 13, 1885	do	Failure to depart		
Apr. 7, 8, 1885	King	Failure to supply one way	1 00	
Apr. 1; May 16, 1885	Jacksonville	Failure to arrive and depart		1 12
Apr. 17, 18, 24, 25; June 4, 5, 15, 1885.	On the route	Failure on 13½ miles both ways.		9 02
May 28; June 4, 6, 9, 1885	do	Failure on 4½ miles and back		1 75

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
27272	Burlington to Denmark	Iowa	R. T. Scott	$440 00	$0 70
27281	Wapello to New Boston	Iowa	W. N. Gibbs	420 00	67
27287	Keota to Forte	Iowa	J. A. Craft	224 31	71
27293	Nassau to Victor	Iowa	S. A. Pond	440 00	1 41
27293	do	Iowa	do		
27331	Reno to Griswold	Iowa	E. M. Hardin	518 71	76
27349	Viola Centre to Audubon	Iowa	J. A. Craft	214 00	68
27364	Mitchellville to Mitchellville	Iowa	B. W. Beedy	230 81	1 11
27377	Montezuma to Forest Home	Iowa	J. A. Craft	348 00	55
27380	Marengo to Millersburgh	Iowa	C. M. Morey	592 03	94
27382	South English to Creswell	Iowa	J. P. O'Brien	61 67	19
27382	do	Iowa	do		
27382	do	Iowa	do		
27405	Maquoketa to Canton	Iowa	B. W. Beedy	242 00	1 16
27405	do	Iowa	do		
27421	Marion to Manchester	Iowa	J. A. Craft	729 00	2 33
27421	do	Iowa	do		
27439	Glidden to Coon Rapids	Iowa	R. Ritter	549 00	87
27440	Glidden to Rockwell City	Iowa	Z. T. Carpenter	990 00	1 58
27444	Onawa to Decatur	Iowa	do	370 00	59
27462	Fort Dodge to Eagle Grove	Iowa	do	449 00	1 43
27462	do	Iowa	do		
27462	do	Iowa	do		
27462	do	Iowa	do		
27514	Sumner to Plainfield	Iowa	do	579 00	1 85
27523	Clarion to Belmond	Iowa	J. D. Frier	319 00	50
27523	do	Iowa	do		
27525	Dakotah to Manson	Iowa	H. W. Nichols	422 00	1 35
27525	do	Iowa	do		
27525	do	Iowa	do		
27525	do	Iowa	do		
27559	Garner to Forest City	Iowa	J. D. Frier	539 00	86
27621	Independence to Vinton	Iowa	S. A. Pond	497 46	1 59
27633	Bancroft to Fairmont	Iowa	J. L. Strabala	547 00	1 75
27633	do	Iowa	do		
27643	Coon Rapids to Guthrie	Iowa	W. F. Hansberger	493 00	1 58
27643	do	Iowa	do		
27643	do	Iowa	do		
27643	do	Iowa	do		
27643	do	Iowa	do		
28132	Atlanta to Hurdland	Mo	R. Ritter	333 00	1 60
28142	Bucklin to Tullranie	Mo	H. C. Slavens	255 26	58
28146	Westville to Keytesville	Mo	R. Ritter	377 85	1 20
28171	Kansas City to Edgerton	Mo	W. H. Smith	539 41	1 72
28171	do	Mo	do		
28171	do	Mo	do		
28171	do	Mo	do		
28180	Montgomery to Silex	Mo	R. Ritter	563 00	1 80
28188	Krugerville to Pinckneyville	Mo	J. A. Craft	109 50	34
28197	Readsville to Fulton	Mo	J. D. Smith	340 50	1 08
28213	Unionville to Princeton	Mo	W. F. Hansberger	673 00	2 15
28228	Coloma to Avalon	Mo	J. D. Smith	304 51	21
28228	do	Mo	do		
28231	Marshall to Longwood	Mo	J. A. Craft	223 00	71
28234	Mooresville to Elk Grove	Mo	E. M. Hardin	240 00	76
28240	Lisbonville to Kingston	Mo	R. Mylar	346 00	55
28245	Bethany to Jamesport	Mo	J. D. Frier	591 16	94
28245	do	Mo	do		
28259	Albany to Allendale	Mo	do	439 00	70
28259	do	Mo	do		
28264	Kingsville to Bates City	Mo	R. Ritter	369 00	1 18
28281	Gill to Rockport	Mo	P. R. Schnebly	175 95	84
28286	Oregon to Forest City	Mo	S. Stuckey	198 57	7

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 21, 22, 23, 24, 25, 30, 1885..	Burlington.....	Failure to arrive and depart ..	.....	$4 20
June 6, 1885	New Boston	Failure on 2 miles both ways .	.....	1 00
June 8, 15, 1885	On the route.....	Failure on 9½ miles both ways.	.....	2 15
Apr. 1, 3, 6, 8, 10, 13, 15; June 15, 1885.	Nassau	Failure to arrive and depart ..	.....	17 02
Apr. 22, 24; June 8, 1885.....	....do	Failure on 17 miles each.....		
May 30, 1885	On the route.....	Failure total.....	.....	1 76
Apr. 21, 1885	....do	Failure on 9 miles both ways	.....	1 02
May 30, 1885	....do	Failure on 23 miles one way ..	.....	1 20
June 13, 15, 16, 1885.....	....do	Failure on 3 miles both ways .	.....	1 10
June 8, 1885.....	Millersburgh	Failure to arrive and depart ..	.....	1 00
Apr. 16, 30; May 28, June 13, 1885.	South English	.....do		
Apr. 16, 30; May 28, June 2, 13, 1885.	Creswell	.....do	.....	1 80
June 11, 1885	South English	Failure to connect.....		
Apr. 1, 1885	Maquoketa	Failure to arrive.....	.....	1 74
.....do	Canton	Failure to arrive and depart ..		
Apr. 24, 1885	Manchester.....	.....do	$1 60	2 35
Apr. 23, 25, 30; May 2, 5, 1885..	Waubeek.....	Failure to supply one way		
Apr. 21; June 9, 1885.....	On the route.....	Failure total.....	.....	3 48
June 8, 1885	Glidden.....	Failure to arrive and depart ..	.....	1 58
Apr. 7; June 15, 1885	On the route	Failure total.....	.....	2 36
Apr. 8, 17, 24; May 1; June 3, 1885.	Fort Dodge.....	Failure to arrive.....		
Apr. 9, 18, 25; May 2; June 4, 1885.	....do	Failure to depart	.....	15 01
.....do	Eagle Grove.....	Failure to arrive.....		
Apr. 8, 17, 24, 27; May 1; June 3, 1885.	....do	Failure to depart		
Apr. 22, 23, 1885	On the route.....	Failure on 23.2 miles.....	.....	2 71
Apr. 6, 17, 20, 1885	....do	Failure total.....	.....	34 54
May 26 to June 30, 1885	....do	.....do		
Apr. 7, 1885	....do	Failure on 17 miles both ways.		
Apr. 17, 1885	....do	Failure on 11 miles both ways.	.....	5 68
Apr. 18, 1885	....do	Failure on 10 miles both ways.		
June 8, 10, 22, 1885	....do	Failure on 7 miles both ways..		
Apr. 20, 1885.....	....do	Failure total.....	.....	1 72
Apr. 30, 1885.....	....do	Failure on 11 miles both ways.	.....	1 24
May 16, 1885	Bancroft	Failure to arrive.....		
.....do	Fairmont	Failure to depart; for violation of schedule.	10 00	3 50
June 19, 1885.....	Coon Rapids.....	Failure to depart		
June 20, 1885.....	....do	Failure to arrive.....		
May 29, 30, 1885.....	Guthrie Center ...	Failure on 13 miles	.....	4 94
June 19, 1885.....	....do	Failure to arrive.....		
June 20, 1885.....	....do	Failure to depart		
June 22, 1885.....	On the route.....	Failure to perform service on 14 miles.	.....	1 41
.....do	Between Bucklin and New Boston.	Failure round trip.....	.....	1 16
Apr. 1 to June 30, 1885	Guthridge Mills ..	Failure to supply on return trip.	.....	12 21
Apr. 8, 9, 20, 21, 1885.....	On the route.....	Failure to perform service		
June 15, 1885.....	Edgerton	Failure to arrive.....	.....	8 60
June 16, 1885.....	....do	Failure to depart		
Apr. 23, 1885.....	On the route.....	Failure on 18 miles	.....	1 75
During second quarter	....do	For employment of carrier under age.	2 00	.....
Apr. 23, 1885	....do	Failure to perform service....	.....	2 16
Apr. 10, 1885	....do	Failure on 25 miles	.....	2 50
June 19, 1885.....	....do	Failure round trip		1 50
Apr. 25, 1885.....	....do	Failure to perform service....	.....	
Apr. 23, 25; June 27, 1885	....do	.....do	.....	4 26
Apr. 8, 22; June 19, 1885.....	....do	.....do	.....	4 56
Apr. 25, 30; June 15, 19, 1885..	....do	.....do	.....	4 40
Apr. 25, 1885.....	....do	Failure on 16 miles		2 65
June 19, 1885.....	....do	Failure on 15 miles	.....	
Apr. 25, 1885.....	....do	Failure to perform service....		1 79
June 4, 1885.....	....do	Failure on 5 miles	.....	
Apr. 2, 1885.....	....do	Failure on 15 miles	.....	1 60
May 18, 1885	Gill	Wet mail	1 00	.....
Apr. 5, 12, 19, 26; May 3, 10, 17, 24, 31; June 7, 14, 21, 28, 1885.	On the route.....	Failure of 2 round trips.....	.....	3 64

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
28290	Smithville to Paradise	Mo	J. A. Craft	$0 99	$0 31
28309	Brownsville to Marshall	Mo	J. R. Miner	580 00	92
28315	Columbia to Warrensburg	Mo	J. D. Smith	430 00	68
28316	Holden to Clinton	Mo	R. Ritter	569 00	1 82
28318	Pleasant Hill to Pink Hill	Mo	J. D. Frier	850 00	1 35
28324	Peculiar to Harrisonville	Mo	W. Ellison	291 99	46
28327	Archer to Burdette	Mo	E. M. Hardin	380 00	60
28328	Archie to Dayton	Mo	J. A. Craft	311 00	49
28328	....do	Mo	....do		
28338	Butler to La Cynge	Mo	....do	849 00	1 35
28338	....do	Mo	....do		
28339	Butler to Appleton City	Mo	....do	456 34	1 46
28342	Rockville to Papinsville	Mo	G. W. Roberts	240 00	38
28357	Sarcoxie to Lockwood	Mo	J. A. Craft	376 00	1 20
28359	Seneca to South West City	Mo	E. J. Melton	429 00	1 37
28360	Lowry City to Fairfield	Mo	J. A. Craft	270 00	1 29
28360	....do	Mo	....do		
28360	....do	Mo	....do		
28362	Sheldon to Golden City	Mo	E. J. Melton	419 00	1 34
28369	Marionville to railroad	Mo	R. Ritter	136 00	
28375	Ebenezer to North Spring	Mo	....do	105 35	33
28381	Bolivar to Nevada	Mo	....do	1,164 76	2 01
28387	Osceola to Appleton City	Mo	G. D. Jackson	453 75	1 45
28387	....do	Mo	....do		
38390	Clinton to Clinton	Mo	E. M. Hardin	140 00	67
28398	Versailles to Climax	Mo	R. Ritter	327 52	1 57
28398	....do	Mo	....do		
28399	Warsaw to Climax	Mo	E. M. Hardin	367 50	1 17
28406	Hermitage to Bolivar	Mo	J. H. Wright	241 38	1 15
28408	Osage Iron Works to Linn Creek	Mo	E. M. Hardin	325 68	1 56
28408	....do	Mo	....do		
28408	....do	Mo	....do		
28413	Linn Creek to Versailles	Mo	J. D. Smith	494 16	1 58
28413	....do	Mo	....do		
28413	....do	Mo	....do		
28415	Pleasant Mount to California	Mo	J. D. Frier	621 00	99
28415	....do	Mo	....do		
28422	Tuscumbia to Hancock	Mo	J. Patterson	394 07	53
28439	Saint Thomas to Loose Creek	Mo	J. D. Smith	525 00	1 68
28443	Herman to Cuba	Mo	E. M. Hardin	609 31	2 92
28443	....do	Mo	....do		
29123	Lonoke to Altheimer	Ark	J. Cross	579 58	2 78
29123	....do	Ark	....do	566 92	2 72
29132	Goldman to Williamette	Ark	W. F. Ball	209 46	2 00
29134	Pocahontas to Ravenden	Ark	N. A. Richardson	538 32	83
29144	Evening Shade to Hardy	Ark	T. C. Hicks	611 52	1 95
29147	Yellville to Kerbyville	Ark	T. I. Hicks	717 00	2 29
29149	Melbourne to Yellville	Ark	J. H. Tinsley	1,512 46	2 33
29150	Yellville to Harrison	Ark	P. Fowler	1,089 00	1 73
29159	Batesville to Heber	Ark	V. Boreing	400 65	50
29159	....do	Ark	....do		
29163	Marshall to Plummerville	Ark	D. C. Lane	1,911 55	3 04
29164	Marshall to Jasper	Ark	V. Boreing	594 00	2 85
29164	....do	Ark	....do		
29164	....do	Ark	....do		
29171	Ozark to Eureka Springs	Ark	W. A. Gage	2,350 69	2 21
29171	....do	Ark	....do		
29171	....do	Ark	....do		
29173	Atkins to Garfield	Ark	J. R. Martin	177 78	85
29176	Clarksville to Mount Judea	Ark	V. Boreing	738 32	3 54
29190	Carrollton to Fayetteville	Ark	B. W. Beedy	947 00	3 03
29190	....do	Ark	....do		
29191	Springdale to Siloam Springs	Ark	B. Magoffin	891 75	1 42
29193	Graphic to Alma	Ark	C. R. Diver	75 01	36
29198	Cincinnati to Farmington	Ark	B. W. Beedy	393 00	1 25
29198	....do	Ark	....do		
29198	....do	Ark	....do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 2, 30; June 16, 1885	.....	Failure to perform service	.....	$1 86
Apr. 23, 25, 1885	On the route	....do	.....	3 68
Apr. 2, 22, 23, 30, 1885	....do	Failure to perform service over an aggregate distance of 29.2 miles.	.....	2 67
Apr. 3, 4, 1885	....do	Failure to perform service	.....	2 20
Apr. 2, 25, 30; May 23, 1885	Pink Hill	Failure to arrive and depart	.....	5 40
Apr. 2, 25, 1885	On the route	Failure to perform service	.....	1 84
Apr. 2, 30; May 18, 1885	....do	....do	.....	5 60
Apr. 2, 3, 22, 23, 1885	....do	Failure on 8 miles	.....	3 83
May 1, 1885	....do	Failure to perform service	.....	
Apr. 22, 1885	La Cynge	Failure to arrive and depart	$1 00	1 35
Apr. 18, 1885	....do	Mail delivered by unsworn carrier.		
May 6, 7, 18, 19, 1885	On the route	Failure to perform service	.....	13 14
Apr. 27, 24, 27, 29, 30, 1885	....do	....do	.....	3 80
Apr. 23; May 26, 1885	....do	Failure on 7 miles	.....	1 29
Apr. 22, 23, 1885	....do	Failure to perform service	.....	1 37
Apr. 3, 4, 1885	....do	Failure on 20 miles	.....	3 36
Apr. 24, 25, 1885	....do	Failure on 5 miles	.....	
Apr. 28, 29, 1885	....do	....do	.....	
Apr. 23, 25; May 23, 1885	....do	Failure on 15 miles	.....	4 46
During second quarter, 1885	...do	Failure to perform 14 miles of required service.	.....	11 62
Apr. 1, 3, 5, 8, 1885	....do	Failure to perform service	.....	2 64
Apr. 1, 3, 6, 8, 10, 13, 15, 17, 20, 1885.	Between Bolivar and Montevallo.	....do	.....	45 22
May 11, 12, 1885	On the route	....do	.....	104 96
Oct. 1, 1884, to June 30, 1885	....do	Failure to supply one way	.....	
During second quarter, 1885	Gaines	Repeated failure to supply	10 00	.....
Apr. 6, 23, 27, 30; May 7, 1885	Climax	Failure to arrive	.....	7 06
Apr. 7, 24, 28; May 8, 1885	....do	Failure to depart	.....	
Apr. 3, 4, 1885	On the route	Failure to perform service	.....	2 34
Apr. 3, 24; May 19; June 23, 1885.	....do	....do	.....	9 20
Apr. 3; May 12, 1885	....do	Failure on 12 miles	.....	5 52
Apr. 24, 28, 1885	....do	Failure on 6 miles	.....	
May 29; June 16, 1885	....do	Failure on 5 miles	.....	
Apr. 4, 1885	Versailles	Failure to arrive	.....	4 74
Apr. 3, 1885	....do	Failure to depart	.....	
May 1; June 8, 1885	Linn Creek	Failure to arrive and depart	.....	
Apr. 2, 1885	California	....do	.....	1 85
May 27, 28, 1885	On the route	Failure on 5 miles	.....	
May 28; June 16, 1885	...do	Failure round trips	.....	1 46
Apr. 3, 4, 1885	....do	Failure on 20½ miles	.....	2 18
Apr. 23, 1885	Cuba	Failure to arrive and depart	.....	4 38
June 30, 1885	Herman	Failure to depart	.....	
Apr. 3, 1885	Rob Roy	Failure on 30¾ miles both ways	.....	11 93
May 1, 4, 8, 1885	Altheimer	Failure on 29¾ miles both ways	.....	
Apr. 17; May 1, 8, 1885	Willamette	Failure on 10 miles	.....	3 75
June 15, 17, 1885	Pocahontas	Failure on 8 miles both ways	.....	1 47
Apr. 17, 1885	Hardy	Failure on 25 miles both ways	.....	3 25
Apr. 23, 1885	Kerbyville	Failure on 21 miles	.....	2 13
Apr. 25, 27, 1885	Yellville	Failure on 10 miles	.....	2 27
Apr. 23, 24, 1885	...do	Failure on 10 miles each	.....	2 06
Apr. 25, 1885	On the route	Failure, total	.....	3 85
Apr. 3, 10, 24; May 1, 8, 1885	Heber	Failure on 4 miles each date	.....	
Apr. 23, 24, 1885	On the route	Failure on 36⅓ miles each date	.....	6 12
Apr. 24, 1885	Marshall	Failure to arrive and depart	.....	5 70
Apr. 23, 1885	Jasper	Failure to depart	.....	
Apr. 24, 1885	....do	Failure to arrive	.....	
Apr. 9, 1885	Ozark	Failure on 21½ miles	.....	10 36
Apr. 22, 1885	Huntsville	Failure to arrive	.....	
Apr. 23, 24, 25, 1885	Ureka Springs	Failure to arrive and depart	.....	
Apr. 8, 25, 1885	Garfield	....do	.....	1 70
Apr. 23, 1885	Clarksville	Wet mail	1 00	
Apr. 24; June 15, 22, 26, 1885	Carrollton	Failure to arrive	.....	12 12
Apr. 25; June 16, 23, 27, 1885	....do	Failure to depart	.....	
Apr. 23, 24, 25; June 16, 17, 1885.	On the route	Failure on 4 miles, estimated	.....	1 76
Apr. 8, 15, 22, 29; May 2, 6, 20; June 3, 10, 17, 24, 30, 1885.	....do	Failure total	.....	12 96
Apr. 1; May 8; June 26, 1885.	Farmington	Failure to arrive	10 00	3 13
Apr. 1; May 10, 1885	....do	Failure to depart		
During second quarter, 1885	On the route	Failure to perform service according to schednle.		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
29199	Boonsborough to Fayetteville	Ark	V. Boreing.....	$517 00	$0 82
29199	.....do	Ark	.....do	.....	.....
29200	Rover to Mount Ida	Ark	B. W. Beedy	298 00	2 86
29200	.....do	Ark	.....do	.....	.....
29200	.....do	Ark	.....do	.....	.....
29201	Natural Dam to Fayetteville	Ark	.....do	547 00	2 62
29204	Dardanelle to Danville	Ark	J. W. Briggs	642 32	1 02
29204	.....do	Ark	.....do	.....	.....
29207	Altus to Booneville	Ark	V. Boreing.....	1,013 13	1 61
29207	.....do	Ark	.....do	.....	.....
29207	.....do	Ark	.....do	.....	.....
29209	Fort Smith to Waldron	Ark	.....do	1,697 00	2 70
29209	.....do	A, k	.....do	.....	.....
29209	.....do	Ark	.....do	.....	.....
29209	.....do	Ark	.....do	.....	.....
29209	.....do	Ark	.....do	.....	.....
29209	.....do	Ark	.....do	.....	.....
29209	.....do	Ark	.....do	.....	.....
29210	Fort Smith to Chocoville	Ark	Harper & Nedry.....	1,390 00	2 21
29210	.....do	Ark	.....do	.....	.....
29212	Perryville to Rover	Ark	A. E. Boone	479 68	84
29218	Paris to Fort Smith	Ark	M. M. West.....	1,559 28	2 48
29218	.....do	Ark	.....do	.....	.....
29229	Dallas to Silver City	Ark	J. G. Hudgins.....	986 00	3 16
29233	Arkadelphia to Wilton	Ark	C. R. Diver	966 77	3 09
29233	.....do	Ark	.....do	.....	.....
29234	Gurdon to Okoloma	Ark	V. Boreing.....	258 00	82
29235	Prescott to Bingen.....	Ark	J. R. Sawyers.....	344 44	1 65
29235	.....do	Ark	.....do	.....	.....
29236	Centre Point to Lockesburgh	Ark	B. W. Beedy	449 56	71
29242	Washington to Mineral Springs.....	Ark	V. Boreing.....	990 00	1 58
29243	Benton to Pine Bluff.....	Ark	J. W. Clegg.....	530 93	2 55
29243	.....do	Ark	.....do	.....	.....
29244	Pine Bluff to Plum Bayou.....	Ark	S. G. Cabell	388 00	1 86
29244	.....do	Ark	.....do	.....	.....
29244	.....do	Ark	.....do	.....	.....
29244	.....do	Ark	.....do	.....	.....
29244	.....do	Ark	.....do	.....	.....
29251	Sheridan to Hensley	Ark	J. R. Reed	175 32	1 68
29251	.....do	Ark	.....do	.....	.....
29260	Texarkana to Rocky Comfort.....	Ark	B. W. Beedy	1,095 31	1 35
29266	.....do	Ark	.....do	.....	.....
29260	.....do	Ark	.....do	.....	.....
29262	Richmond to Coleborough	Ark	J. R. Hudson.....	433 82	1 39
29219	Paris to Dublin.....	Ark	E. L. Morse	315 00	1 00
29221	Waldron to Dallas	Ark	P. X. Smith	948 00	1 51
29221	.....do	Ark	.....do	.....	.....
29221	.....do	Ark	.....do	.....	.....
29221	.....do	Ark	.....do	.....	.....
29222	Waldron to Waldron	Ark	J. R. Pearson	533 41	1 70
29222	.....do	Ark	.....do	.....	.....
29223	Benton to Perryville.....	Ark	V. Boreing.....	267 00	2 56
29231	Cedar Glades to Crystal Springs	Ark	A. E. Boone	243 83	1 17
29232	Arkadelphia to Rocky Comfort	Ark	C. R. Diver	884 58	2 11
29266	Watson's to Dumas.....	Ark	J. B. Colegrove.....	555 45	1 77
29288	El Dorado to Mount Holly.....	Ark	B. W. Beedy	394 17	1 89
29289	New London to Marion	Ark	J. B. Colegrove	130 00	1 25
29290	El Dorado to New London	Ark	B. W. Beedy	493 00	2 37
31108	Caney to Demings Bridge.....	Tex.....	B. Magoffin	580 00	1 85
31116	Goliad to Beeville.....	Tex.....	.....do	1,260 00	2 00
31120	Corpus Christi to Saint Mary's	Tex.....	J. L. McLean	2,400 00	3 82
31120	.....do	Tex.....	.....do	.....	.....
31122	Cuero to Gonzales	Tex.....	G. M. Snodgrass	1,346 00	21

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 2, 23; May 18; June 15, 1885.	Boonsborough	Failure to arrive	.....	$3 26
Apr. 3, 24; May 19; June 16, 1885.	....do	Failure to depart		
Apr. 23, 1885	Rover	.....do	.....	11 44
Apr. 25, 1885	....do	Failure to arrive		
Apr. 24; May 1, 29, 1885.....	Mount Ida.....	Failure to arrive and depart ..		
Apr. 1, 3, 1885	Natural Dam	.....do	.....	2 62
Apr. 24, 1885	Danville	Failure on 20¾ miles, both ways	.....	6 09
Apr. 23, 25, 1885	On the route.....	Failure total		
Apr. 23, 24, 25, 27, 30, 1885....	Altus	Failure on 6 miles each date ..	.....	11 92
Apr. 22, 23, 24, 1885	Booneville	Failure on 23½ miles each date.		
May 26; June 26, 1885	....do	Failure on 11¾ miles, estimated		
Apr. 22, 1885	Fort Smith	Failure to arrive	.....	13 81
Apr. 22, 1885	Waldron.....	Failure to arrive and depart ..		
Apr. 24, 1885	....do	Failure to depart		
Apr. 23, 1885	....do	Failure to arrive.....		
May 26; June 19, 1885	....do	.....do		
May 27; June 11, 1885	....do	Failure to depart		
June 27, 1885	Between Waldron and Witcherville.	Failure on 18 miles.....		
Apr. 22, 1885	Fort Smith	Failure on 41 miles both ways.	$1 00	3 77
May 26, 1885	Chocoville	Wet mail		
Apr. 24, 1885	On the route.....	Failure on 10½ miles both ways.	.....	1 04
Apr. 22, 23, 24, 1885	Paris	Failure to arrive.....	.....	6 20
Apr. 23, 24, 1885	....do	Failure to depart		
Apr. 30, 1885	Silver City.....	Failure to arrive and depart ..	.....	3 16
June 30, 1885.....	Arkadelphia.....	Failure on 12 miles	.....	8 92
Apr. 7, 9, 23, 25; May 2, 7, 14, 19, 28; June 18, 30, 1885.	Wilton	Failure on 6 miles each date ..		
Apr. 7, 23; June 25, 1885.....	On the route.....	Failure total	.....	4 92
Apr. 23, 1885	Bingen	Failure to arrive.....	.....	1 65
Apr. 24, 1885	....do	Failure to depart		
Apr. 23, 24, 1885	Lockesburgh	Failure to arrive and depart ..	.....	1 42
Apr. 22, 1885	On the route.....	Failure total	.....	3 16
Apr. 3, 1885	Benton	Failure to arrive.....	.....	2 55
Apr. 4, 1885	....do	Failure to depart		
Apr. 25, 29, 1885	Pine Bluff	Failure to arrive.....		
Apr. 28, 1885	....do	Failure to depart		
Apr. 28, 1885	Plum Bayou	Failure to arrive.....	.....	6 88
Apr. 29, 1885	....do	Failure to depart		
May 1, 1885	....do	Failure on 15 miles both ways.		
Apr. 3, 1885	Hensley	Failure on 12¾ miles.....	.....	3 45
Apr. 24, 1885	....do	Failure on 14¾ miles.....		
Apr. 29, 30; May 2, 1885	Texarkana.....	Failure total	.....	12 70
May 1, 1885	....do	Failure on 20 miles.....		
May 4, 1885	..do	Failure half trip		
Apr. 2, 1885	Coleborough	Failure to arrive and depart...	.....	1 39
Apr. 22, 1885	Paris	.....do	.....	1 00
Apr. 22, 1885	On the route	Failure on 36½ miles.....	.....	8 99
Apr. 23, 24, 1885	..do	Failure on 29½ miles.....		
Apr. 30, 1885	..do	Failure on 23½ miles.....		
May 26, 1885	...do	Failure on 9 miles.....		
Apr. 22, 1885	Brawley	Failure to arrive.....	.....	1 70
Apr. 23, 1885	....do	Failure to depart		
Apr. 24, 1885	Perryville	Failure on 36 miles both ways.	.....	4 29
Apr. 23, 25, 30; May 2, 28, 30; June 30, 1885.	Cedar Glades	Failure on 2 miles each date ..	.....	2 34
Apr. 23, 30, 1885	Between Black Springs and Rock Creek.	Failure total.....	.....	4 32
May 4, 6, 8; June 3, 1885.....	Dumas.....	Failure to arrive and depart ..	.....	7 08
Apr. 23, 1885	On the route.....	Failure total.....	.....	3 78
Apr. 25, 1885	Marion	Failure to arrive and depart ..	.....	1 25
Apr. 23, 1885	New London ..	Failure on 20 miles both ways.	.....	2 56
Apr. 27, 29, 1885	Between Elliott and Demings Bridge.	Failure on 12 miles	.....	4 03
May 29, 1885	On the route.....	Failure on 9 miles.....	.....	1 12
Ap. 4, 6, 18, 20, 21, 22, 1885....	Between Rockport and Saint Mary's.	Failure on 19 miles.....	.....	19 94
May 8, 1885	Saint Mary's.....	Failure to arrive and depart ..		
May 21, 1885	On the route	Failure total	.....	4 28

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31123	Cuero to Saint Mary's	Tex	G. M. Snodgrass	$3,700 00	$5 90
31123	do	Tex	do		
31123	do	Tex	do		
31123	do	Tex	do		
31123	do	Tex	do		
31123	do	Tex	do		
31123	do	Tex	do	3,700 00	5 90
31123	do	Tex	do		
31128	Hallettsville to Witting	Tex	W. B. Rhode	135 00	43
31137	Gonzales to Nockement	Tex	G. M. T. Webb	726 18	2 32
31138	Luling to Helena	Tex	V. Boreing	1,482 05	1 62
31138	do	Tex	do		
31138	do	Tex	do		
31138	do	Tex	do		
31138	do	Tex	do		
31139	Luling to San Marcos	Tex	G. M. Snodgrass	891 00	1 42
31139	do	Tex	do		
31139	do	Tex	do		
31139	do	Tex	do		
31140	Beeville to Saint Mary's	Tex	J. B. Colegrove	958 50	3 07
31151	Brownsville to Rio Grande City	Tex	G. M. Snodgrass	5,300 00	8 45
31151	do	Tex	do		
31151	do	Tex	do		
31151	do	Tex	do		
31156	San Antonio to Boerne	Tex	W. F. Hansberger	129 43	2 06
31156	do	Tex	do		
31156	do	Tex	do		
31157	San Antonio to Helena	Tex	Pickett & Mead	2,100 00	3 34
31157	do	Tex	do		
31158	San Antonio to Pleasanton	Tex	G. M. Snodgrass	1,186 00	1 85
31158	do	Tex	do		
31158	do	Tex	do		
31158	do	Tex	do		
31160	San Antonio to Stockdale	Tex	do	1,313 00	2 09
31160	do	Tex	do		
31160	do	Tex	do		
31164	Lytle to Rossville	Tex	W. B. Catching	582 00	92
31168	Tilden to Cotulla	Tex	W. F. Hansberger	2,022 06	3 22
31168	do	Tex	do		
31168	do	Tex	do		
31168	do	Tex	do		
31170	Laredo to Carrizo	Tex	J. B. Colegrove	1,189 50	3 80
31170	do	Tex	do		
31170	do	Tex	do		
31180	Bandera to Hondo Canon	Tex	do	235 36	1 12
31180	do	Tex	do		
31181	Boerne to Curry's Creek	Tex	A. E. Boone	520 50	1 66
31182	Boerne to Kerrville	Tex	G. R. Parsons	1,200 00	1 90
31182	do	Tex	do		
31182	do	Tex	do		
31182	do	Tex	do		
31193	New Braunfels to Blanco	Tex	G. M. Snodgrass	341 63	3 08
31193	do	Tex	do		
31193	do	Tex	do		
31193	do	Tex	do		
31193	do	Tex	do		
31194	New Braunfels to Leguin	Tex	A. Cross	88 00	84
31201	Austin to Luling	Tex	B. Magoffin	1,290 00	2 05
31201	do	Tex	do		
31201	do	Tex	do		
31203	Richmond to Foster	Tex	W. B. Catching	118 78	38

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 23, 1885	Cuero	Failure to arrive		
Apr. 23, 24; May 18, 20, 29; June 1, 24, 1885.	Refugio	Failure to arrive and depart		
Apr. 23, 25, 1885	....do	Failure on 18 miles		
Apr. 24, 27; May 2, 1885	....do	Failure on 10 miles	.....	$48 02
May 8, 1885	....do	Failure on 4 miles		
May 9, 1885	Between Refugio and Saint Mary's.	Failure total		
May 18, 1885	Refugio	Wet mail		
June 20, 1885	On the route	Failure to meet for exchange of mails.	$3 00	.....
May 18, 20, 29, 1885	Witting	Failure to arrive and depart	.....	1 29
Apr. 28, 1885	On the route	Failure total	.....	4 64
Apr. 23, 1885	....do	Failure on 29 miles		
Apr. 24, 1885	....do	Failure on 18 miles		
Apr. 25, 1885	....do	Failure on 16 miles	.....	12 98
May 28, 1885	....do	Failure on 18 miles		
Apr. 23; May 9, 14, 1885	Between Ridaleville and Helena.	Failure on 13 miles		
Apr. 7, 1885	On the route	Failure on 10 miles		
Apr. 22, 23, 25, 1885	....do	Failure on 1 mile		
Apr. 24; May 9, 30, 1885	....do	Failure total	.....	11 41
May 26, 1885	San Marcos	Failure to arrive and depart		
Apr. 24; May 6, 1885	On the route	Failure on 24 miles	.....	6 00
May 5, 12, 15, 19, 1885	Brownsville	Failure to arrive		
May 13, 16, 21, 1885	....do	Failure to depart		
May 14, 19, 1885	Rio Grande City	Failure to arrive	.....	109 85
May 6, 9, 12, 13, 1885	....do	Failure to arrive in time to connect with depending mails.		
May 14, 18, 20, 1885	San Antonio	Failure to arrive		
May 20, 1885	....do	Failure to depart	.....	6 18
May 21, 1885	Boerne	Failure to arrive and depart		
Apr. 22, 23, 24; May 8, 9, 13, 14, 18, 19, 26, 27, 29, 1885.	Helena	Failure to arrive		
Apr. 22, 23, 24, 25; May 9, 14, 15, 18, 20, 26, 27, 29, 1885.	....do	Failure to depart	.....	40 08
May 18, 29, 1885	San Antonio	Failure to arrive		
May 18, 30, 1885	....do	Failure to depart	.....	6 58
Apr. 23; May 30, 1885	Pleasanton	Failure to arrive		
May 29, 1885	....do	Failure to depart		
May 14, 18, 1885	San Antonio	Failure to arrive and depart		
Apr. 23; May 8, 13, 16, 1885	Stockdale	Failure to arrive	.....	10 45
May 9, 18, 1885	....do	Failure to depart		
May 20, 1885	Lytle	Wet mail	1 00	.....
Apr. 28, 1885	On the route	Failure on 19 miles		
May 9, 16, 1885	....do	Failure on 9 miles		
Apr. 27, 28, 29, 30; May 2, 8, 9, 18, 29.	Cotulla	Failure to arrive	.....	29 21
Apr. 28, 29, 30; May 9, 19, 30, 1885.	....do	Failure to depart		
May 5, 9, 23, 1885	Laredo	Failure to arrive		
May 5, 9, 11, 1885	....do	Failure to depart	.....	22 80
May 6, 8, 10, 1885	Carrizo	Failure to arrive and depart		
May 23, 1885	Bandera	....do		
May 26, 1885	Hondo Canon	....do	.....	2 24
Apr. 23, 25; May 2, 7, 26, 28, 1885.	On the route	Failure on 6 miles (each date)	.....	4 59
Apr. 22, 25; May 8, 13, 21, 26, 1885.	Boerne	Failure to arrive		
Apr. 21, 22, 23; May 8, 13, 21, 26, 1885.	....do	Failure to depart	.....	21 85
Apr. 22, 24; May 8, 13, 19, 25, 27, 1885.	Kerrville	Failure to arrive		
Apr. 22; May 9, 26, 1885	....do	Failure to depart		
Apr. 23, 1885	On the route	Failure on 24 miles		
Apr. 27, 1885	....do	Failure on 18 miles		
May 1, 11, 14, 21, 1885	....do	Failure on 14 miles	.....	15 19
May 29, 1885	....do	Failure on 24 miles		
June 1, 1885	....do	....do		
May 30, 1885	....do	Failure total	.....	1 68
Apr. 22; May 20, 28, 1885	Austin	Failure to arrive		
Apr. 23; May 21, 29, 1885	....do	Failure to depart	.....	8 20
Apr. 23, 1885	Luling	Failure to arrive and depart		
June 8, 10, 12, 1885	On the route	Failure total	.....	2 28

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31207	Belleville to Cat Spring	Tex	S. G. Cabell	$277 00	$0 44
31207	do	Tex	do		
31207	do	Tex	do		
31208	Belleville to Nelson	Tex	W. B. Catching	135 79	43
31208	do	Tex	do		
31212	Burton to Fayetteville	Tex	G. M. T. Webb	516 00	1 65
31212	do	Tex	do		
31219	La Grange to Ledbetter	Tex	W. B. Catching	305 45	97
31219	do	Tex	do		
31224	Bastrop to Cedar Creek	Tex	B. Magoffin	240 00	76
31224	do	Tex	do		
31225	Bastrop to Jeddo	Tex	G. M. T. Webb	350 00	1 68
31225	do	Tex	do		
31225	do	Tex	do		
31225	do	Tex	do		
31225	do	Tex	do		
31226	Bastrop to Red Rock	Tex	W. B. Catching	291 00	93
31226	do	Tev	do		
31226	do	Tex	do		
21232	Giddings to Lexington	Tex	B. Magoffin	480 00	76
31232	do	Tex	do		
31232	do	Tex	do		
31232	do	Tex	do		
31233	Giddings to Taylor	Tex	G. M. T. Webb	675 00	3 24
31233	do	Tex	do		
21233	do	Tex	do		
31235	Giddings to Winchester	Tex	B. Magoffin	460 00	73
31235	do	Tex	do		
31239	McDade to Bastrop	Tex	R. B. Zunwalt	340 00	54
31242	Georgetown to Florence	Tex	V. Boreing	227 00	72
31242	do	Tex	do		
31242	do	Tex	do		
31242	do	Tex	do		
31242	do	Tex	do		
31243	Burnet to Llano	Tex	S. M. Brown	878 48	1 40
31245	Burnet to Lampasas	Tex	G. M. Snodgrass	766 55	1 22
31245	do	Tex	do		
31249	Burnet to Blowout	Tex	V. Boreing	429 00	68
41249	do	Tex	do		
31249	do	Tex	do		
21254	Double Horn to Llano	Tex	G. M. Snodgrass	233 00	2 24
31256	Blanco to Cypress Hill	Tex	do	509 00	1 63
31256	do	Tex	do		
31257	San Saba to Brady	Tex	do	886 50	2 83
31265	Belton to Summers	Tex	G. M. T. Webb	143 41	45
31265	do	Tex	do		
31269	Belton to Sugar Loaf	Tex	G. M. Snodgrass	245 36	1 17
31269	do	Tex	do		
31283	Brenham to Columbus	Tex	do	1,486 00	2 36
31283	do	Tex	do		
31283	do	Tex	do		
31288	Independence to Navasota	Tex	W. B Catching	331 00	1 06
31290	Cypress Top to Hunter's Retreat	Tex	B. Magoffin	170 00	81
31300	Bryan to Bedias	Tex	G. M. Snodgrass	1,034 00	1 64
31300	do	Tex	do		
31300	do	Tex	do		
31300	do	Tex	do		
31500	do	Tex	do		
31300	do	Tex	do		
31301	Willow Hole to Madisonville	Tex	W. B. Catching	280 66	90
31301	do	Tex	do		
51301	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 23, 24; May 20, 26, 1885	On the route	Failure total		
May 18, 1885	do	Failure on 5 miles	.....	$4 73
Apr. 6; May 28, 1885	Cat Spring	Failure to arrive and depart		
Apr. 6; May 21, 1885	On the route	Failure on 5 miles each	.....	1 81
May 18, 1885	do	Failure total		
Apr. 8, 24, 1885	do	do	.....	12 10
May 18, 20, 1885	do	Failure on 25 miles each		
May 19, 1885	Ledbetter	Failure to depart	.....	1 00
May 20, 1885	do	Failure to arrive		
Apr. 23; May 26, 1885	Bastrop	Failure to arrive and depart	.....	4 56
Apr. 7, 23; May 26, 28, 1885	Cedar Creek	do		
May 18, 1885	On the route	Failure on 20 miles		
Apr. 24, 28; May 29, 1885	Bastrop	Failure to arrive		
Apr. 23, 27; May 28, 1885	do	Failurt to depart	.....	14 24
Apr. 23, 27; May 21, 28, 1885	Jeddo	Failure to arrive		
Apr. 24, 28; May 22, 29, 1885	do	Failure to depart		
Apr. 23; May 26, 1885	Bastrop	Failure to arrive and depart		
Apr. 21, 1885	Red Rock	do	.....	3 41
May 28, 1885	do	Failure on 5 miles		
Apr. 6, 1885	Giddings	Failure to arrive and depart		
May 29, 1885	Lexington	do		
Apr. 23; May 16, 20, 21, 26, 27, 1885.	do	Failure on 8 miles	.....	7 15
May 28, 1885	do	Failure on 15 miles		
Apr. 9, 23; May 28, 1885	Giddings	Failure to arrive		
Apr. 10, 24; May 29, 1885	do	Failure to depart	.....	22 68
Apr, 22, 25; May 20, 27, 1885	Taylor	Failure to arrive and depart		
Apr. 7, 1885	Winchester	do	.....	1 73
May 20, 1885	On the route	Failure on 11 miles		
Apr. 23, 1885	do	Failure total	.....	1 08
Apr. 16, 1885	do	Failure on 4 miles		
Apr. 23, 25, 1885	do	Failure on 1 mile	.....	2 80
May 26, 1885	do	Failure on 17 miles		
May 28, 1885	do	Failure on 12 miles		
Apr. 22; May 26, 1885	do	Failure total	.....	5 60
Apr. 22, 1885	do	do		
June 5, 1885	Lampasas	Mail received from post-office and turned over to unsworn person.	$1 25	2 44
May 18, 1885	Blowout	Failure to arrive		
May 19, 1885	do	Failure to depart	.....	2 04
May 29, 1885	do	Failure total		
Apr. 6, 1885	Llano	Failure to arrive and depart	.....	2 24
Apr. 22, 1885	On the route	Failure total		
May 26, 28, 1885	Between Johnson City and Cypress Hill.	Failure on 18½ miles	.....	6 91
May 27, 1885	On the route	Failure on 43 miles	.....	5 07
Apr. 6, 24, 27; May 20; June 3, 1885.	do	Failure on 2 miles each date	.....	2 14
May 25, 1885	do	Failure total		
Apr. 29, 1885	Belton	Failure to arrive and depart	.....	4 68
Apr. 25; May 20, 27, 1885	Sugar Loaf	do		
Apr. 6, 8, 22; May 20, 27, 28.	Brenham	Failure to arrive		
Apr. 22; May 20, 1885	do	Failure to depart	.....	30 68
Apr. 7, 23, 24, 25, 27; May 20, 21, 29, 30, 1885.	Columbus	Failure to arrive and depart		
Apr. 18, 21, 23, 1885	Navasata	do	.....	3 16
Apr. 7, 21, 25; May 30, 1885	Between Rose Hill and Hunter's Retreat.	Failure on 7½ miles	.....	3 24
Apr. 25; May 27, 28, 29; June 1, 2, 3, 4, 1885.	On the route	Failure on 12 miles		
Apr. 6, 7, 22, 23; June 8, 10, 1885.	Bryan	Failure to arrive		
Apr. 7, 23; June 9, 1885	do	Faiiure to depart	.....	25 18
do	do	do		
Apr. 6, 7, 22; June 9, 1885	Bedias	Failure to arrive		
Apr. 6, 7, 23; June 10, 1885	do	Failure to depart		
Apr. 7, 1885	On the route	Failure on 14 miles		
May 28, 1885	do	Failure on 7 miles	.....	4 16
Apr. 16, 23, 1885	Willow Hole	Failure to arrive and depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31304	Huntsville to Madisonville	Tex	G. M. Snodgrass	$1,034 00	$1 04
31304	do	Tex	do		
31304	do	Tex	do		
31304	do	Tex	do		
31304	do	Tex	do		
31304	do	Tex	do		
31305	Madisonville to Centreville	Tex	G. M. Snodgrass	591 00	1 89
31306	Madisonville to Midway	Tex	do	221 00	70
31306	do	Tex	do		
31311	Hearne to Macy	Tex	W. B. Catching	341 00	1 09
31311	do	Tex	do		
31312	Hearne to Maysfield	Tex	W. B. Catching	2 91	93
31312	do	Tex	do		
31312	do	Tex	do		
31314	Calvert to Cameron	Tex	B. Magoffin	563 48	1 80
31314	do	Tex	do		
31314	do	Tex	do		
31314	do	Tex	do		
31314	do	Tex	do		
31314	do	Tex	do		
31315	Calvert to Wilderville	Tex	G. M. Snodgrass	325 51	1 04
31315	do	Tex	do		
31316	Franklin to Headsville	Tex	do	310 50	99
81317	Durango to Temple	Tex	V. Boreing	6 37	1 01
31317	do	Tex	do		
31317	do	Tex	do		
31317	do	Tex	do		
31317	do	Tex	do		
31319	Marlin to Durango	Tex	do	4 26	1 36
31319	do	Tex	do		
31319	do	Tex	do		
31320	Marlin to Wilderville	Tex	do	98	94
31750	Wichita Falls to Mobeetie	Tex	S. P. Wheeler	12,878 00	20 56
31750	do	Tex	do		
31750	do	Tex	do		
34111	Syracuse to Ashland	Nebr	T. H. B. Dunnegan	653 92	2 09
34115	Plattsmouth to Nebraska City	Nebr	C. C. Morse	478 52	1 85
34117	Plattsmouth to Lincoln	Nebr	B. W. Beedy	1,314 93	1 52
34164	Nelson to Cowles	Nebr	M. B. Cheney	472 50	1 51
34167	Sutton to Aurora	Nebr	do	450 00	1 44
34174	Central City to O'Connor	Nebr	B. W. Beedy	525 10	2 51
34179	Red Cloud to Juniata	Nebr	E. P. Holmes	983 61	3 15
34188	Kearney to Beaver City	Nebr	W. A. Stoddard	1,459 10	
35142	Madison to Volga	Dak	G. M. Brown	1,080 00	3 45
35142	do	Dak	do		
35142	do	Dak	do		
35142	do	Dak	do		
35142	do	Dak	do		
35182	Deadwood to Bear Gulch	Dak	do	1,248 00	1 50
35331	Deadwood to Empire	Dak	J. S. Brown	1,323 57	4 23
36104	Miles City to Spearfish City	Mont	H. N. Warren	8,800 00	28 20
36124	Butte City to Boulder Valley	Mont	O. J. Salisbury	1,700 00	2 60
36124	do	Mont	do		
36141	Helena to Fort Benton	Mont	J. M. Powers	4,265 00	6 80
36141	do	Mont	do		
36151	Fort Shaw to Cecil	Mont	T. G. Wood	1,325 89	4 24
36151	do	Mont	do		
36151	do	Mont	do		
36151	do	Mont	do		
36151	do	Mont	do		
36163	Fort Benton to Clendennin	Mont	J. W. Power	1,001 25	

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 6, 13; May 20, 21, 22, 30, 1885.	On the route	Failure on 10 miles (each)		
May 18, 28, 1885	do	Failure on 20 miles		
Apr. 2, 8, 9, 11, 14, 16, 17, 20, 21, 22, 23, 24, 25, 28, 30; May 1, 1885.	Huntsville	Failure to arrive		
Apr. 21, 22, 23, 24, 25, 28, 29; May 5, 8, 1885.	do	Failure to depart		$64 19
Apr. 1, 7, 8, 10, 11, 15, 16, 18, 20, 23, 24, 25, 27, 29; May 4, 8, 27; June 1, 1885.	Madisonville	Failure to arrive		
Apr. 2, 8, 9, 11, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 30; May 2, 6, 9, 25; June 1, 1885.	do	Failure to depart		
Apr. 6, 22; May 20, 1885	do	Failure to arrive and depart		5 67
Apr. 21, 30, 1885	Midway	do		1 75
June 9, 1885	Madisonville	Failure to connect		
Apr. 22, 1885	On the route	Failure total		3 76
May 25, 1885	do	Failure on 16 miles		
May 27; Apr. 22, 24; June 1, 1885.	On the route	Failure total		9 30
Apr. 6, 1885	Maysfield	Failure to arrive and depart		
June 3, 1885	Hearne	do		
Apr. 6, 24, 1885	On the route	Failure total		
Apr. 22, 1885	do	Failure on 12 miles		
May 18, 1885	do	Failure on 3 miles		15 39
May 28, 1885	do	Failure on 25 miles		
June 1, 1885	do	Failure on 26 miles		
Apr. 6, 1885	do	Failure on 13 miles		
June 1, 1885	do	Failure on 3 miles		1 66
Apr. 6, 1885	do	Failure total		1 98
Apr. 6; May 28, 1885	do	do		
May 25, 27, 1885	do	Failure on 8 miles		
Apr. 22, 1885	Durango	Failure to arrive		7 57
Apr. 22, 1885	Temple	do		
Apr. 23, 1885	do	Failure to depart		
May 29, 1885	Marlin	Failure to arrive and depart		
Apr. 6; May 18, 29, 1885	Durango	do		9 97
May 20, 22, 25, 27, 1885	Between Mooresville and Durango	Failure on 10 miles		
May 28, 1885	On the route	Failure total		1 88
June 11, 26, 1885	Wichita Falls	Failure to arrive		
May 19, 22; June 11, 18, 24, 27, 1885.	Mobeetie	do		133 64
May 19, 22; June 11, 12, 27, 1885	do	Failure to depart		
June 3, 1885	Ashland	Failure to arrive and depart		2 09
Apr. 2, 19, 28; May 16, 21, 1885	Wyoming	Failure to supply	$2 50	
During second quarter, 1885	Walton	Failure to supply one way	20 00	
Apr. 1; May 25, 1885	Cowles	Failure to arrive and depart		3 02
May 20, 21, 1885	On the route	Failure total		4 32
Apr. 27; June 5, 12, 1885	O'Connor	Failure on 23 miles		3 36
May 27, 1885	Juniata	Failure to arrive and depart		3 15
During second quarter 1885	Between Rock Fall and Oxford.	Failure on 12 miles		43 33
Apr. 21; May 28, 1885	Madison	Failure to arrive		
Apr. 20; May 27, 1885	do	Failure to depart		
Apr. 17, 20; May 22, 27; June 1, 19, 22, 29, 1885.	Volga	Failure to arrive		36 03
Apr. 18, 21; May 23, 28; June 2, 20, 23, 30, 1885.	do	Failure to depart		
Apr. 10, 1885	do	Failure on 8 miles		
Apr. 21, 22, 1885	On the route	Failure total		6 00
do	do	do		8 46
May 1, 1885	Spearfish City	Failure to arrive		7 05
Apr. 8, 1885	Butte City	do		3 90
Apr. 10, 11, 1885	Boulder Valley	Failure to depart		
June 12, 13, 15, 18, 22, 1885	Helena	Failure to arrive		34 00
June 13, 15, 19, 20, 22, 1885	Fort Benton	do		
June 12, 1885	Fort Shaw	do		
June 13, 1885	do	Failure to depart		
do	Cecil	Failure to arrive	2 00	10 60
June 15, 17, 1885	do	Failure to depart		
June 7, 1885	do	Wet mail		
June 6, 1885	Clendennin	do	2 00	

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
36173	Etcheta to Junction	Mont	H. N. Warren	$424 00	$1 35
36176	Sadie to Miles City	Mont	do	622 07	2 99
36177	Junction to Maiden	Mont	J. R. Miner	2,900 00	9 27
36177	do	Mont	do		
36177	do	Mont	do		
36177	do	Mont	do		
36198	White Sulphur Springs to Clendenin	Mont	V. H. Pease	2,290 00	
36205	Bercail to Sahara	Mont	C. A. Moule	480 00	4 61
37109	Rock Creek to Junction	Wyo	H. A. Lawton	27,340 00	43 67
37109	do	Wyo	do		
37124	Inyan Kara to Spearfish City	Wyo	J. S. Brown	1,696 19	5 43
38108	Rawlins to Meeker	Colo	W. A. Stoddard	7,320 00	23 45
38114	Jamestown to Boulder	Colo	H. N. Warren	1,431 00	2 27
38114	do	Colo	do		
38114	do	Colo	do		
38114	do	Colo	do		
38116	Boulder to Magnolia	Colo	A. B. Cotton	321 00	1 02
38117	Boulder to Sunshine	Colo	J. B. Colegrove	380 00	60
38117	do	Colo	do		
38117	do	Colo	do		
38117	do	Colo	do		
38117	do	Colo	do		
38117	do	Colo	do		
38118	Salina to Ward District	Colo	W. A. Stoddard	474 22	33
38118	do	Colo	do		
38121	Chihuahua to Dillon	Colo	G. V. Meserole	1,574 78	2 15
38141	Leadville to Soda Springs	Colo	J. B. Colegrove	264 00	83
38149	Fair Play to Horse Shoe	Colo	W. A. Stoddard	540 00	86
38154	Elizabeth to Kiowa	Colo	J. B. Colegrove	465 58	74
38155	Spring Valley to Greenland	Colo	W. A. Stoddard	130 00	62
38163	Fort Lyon to Railroad Station	Colo	do	370 00	
38164	Canon City to Hartsel	Colo	J. B. Colegrove	1,358 82	4 35
38166	Florence to Greenhorn	Colo	G. V. Meserole	1,637 30	3 02
38170	Silver Cliff to Rosita	Colo	A. B. Cotton	420 00	67
38170	do	Colo	do		
38170	do	Colo	do		
38170	do	Colo	do		
38181	Crested Butte to Gothic	Colo	H. C. Griffin	814 29	1 30
38183	Gothic to Schofield	Colo	W. A. Stoddard	740 00	1 18
38183	do	Colo	do		
38186	Lake City to Rose's Cabin	Colo	do	930 00	2 00
38186	do	Colo	do		
38188	Allen to Cochetopa	Colo	J. B. Colegrove	434 44	4 17
38193	Silverton to San Miguel	Colo	W. A. Stoddard	978 54	
38194	Rockwood to Rico	Colo	G. V. Meserole	2,340 00	3 64
38194	do	Colo	do		
38194	do	Colo	do		
38194	do	Colo	do		
38196	Animas Forks to Silverton	Colo	J. B. Colegrove	1,504 82	2 39
38197	Del Norte to Lake City	Colo	H. Tisedale	6,593 40	10 49
38197	do	Colo	do		
38198	Del Norte to Pagosa Springs	Colo	Wm. H. Carryl	5,271 37	9 60
38200	Alamosa to Gardner	Colo	G. V. Meserole	1,742 43	5 57
38213	Durango to Jewett	Colo	H. Tisedale	1,760 45	8 45
28219	Steamboat Springs to Hahn's Peak	Colo	C. F. Perkins	440 00	4 23
38222	Dillon to Troublesome	Colo	J. S. Brown	1,488 00	4 76
38222	do	Colo	do		
38222	do	Colo	do		
38222	do	Colo	do		
38223	El Moro to Trinidad	Colo	S. Conroy	170 58	14
38224	Fort Collins to Teller	Colo	J. D. Emerson	1,898 91	6 08
38224	do	Colo	do		
38227	Leadville to Aspen	Colo	do	4,247 33	5 82
38240	Howardsville to Highland Mary	Colo	H. C. Slavens	288 92	2 78
38240	do	Colo	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 6, 1885	On the route	Failure round trip		$2 70
do	Sadie	Failure to arrive and depart		2 99
June 6, 9, 11, 13, 1885	Junction	Failure to arrive		
June 7, 10, 14, 1885	do	Failure to depart		60 38
June 6, 8, 12, 1885	Maiden	Failure to arrive		
June 7, 9, 13, 1885	do	Failure to depart		
June 6, 1885	Clendenin	Wet mail	$2 00	
May 2, 1885	Bercail	Failure to arrive and depart		4 61
Apr. 21, 1885	Rock Creek	Failure to arrive		65 50
June 3, 6, 1885	Junction	do		
Third week in April, 1885	On the route	Failure round trip		10 86
Apr., 1885	Baggs	Failure to take mail on 4 trips southward.	1 00	
Apr. 23, 1885	Jamestown	Failure to arrive and depart		
Apr. 24, 1885	do	Failure to arrive		6 81
Apr. 25, 1885	do	Failure to depart		
Apr. 23, 1885	Boulder	Failure to arrive and depart		
do	On the route	Failure round trip		2 04
do	Boulder	Failure to arrive and depart		
Apr. 25, 1885	do	Failure to arrive		
Apr. 24, 1885	do	Failure to depart		2 40
Apr. 23, 1885	Sunshine	Failure to arrive and depart		
Apr. 24, 1885	do	Failure to arrive		
Apr. 25, 1885	do	Failure to depart		
Apr. 23, 1885	Between Salina and Gold Hill.	Failure 2 round trips		
During second quarter, 1885	Between Gold Hill and Ward District.	Failure on one-third of service		23 55
Apr. 4, 6, 1885	On the route	Failure round trips		8 60
Apr. 20, 1885	do	do		1 66
Apr. 23, 1885	do	do		1 72
do	do	do		1 48
Apr., 1885	do	Failure to perform service		10 71
June 10, 1885	do	Wet mail	2 00	
Apr. 24, 1885	do	Failure round trip		8 70
Apr. 23, 1885	Between Florence and Greenwood.	Failure on 9 miles each way		1 42
May 11, 1885	Silver Cliff	Failure to arrive		
May 9, 1885	do	Failure to depart		1 34
do	Rosita	Failure to arrive		
May 11, 1885	do	Failure to depart		
May 7, 1885	Crested Butte	Failure to arrive and depart		1 30
Apr. 15, 27, 1885	Gothic	do		4 72
Apr. 27; May 9, 1885	Scofield	do		
Apr. 20, 1885	Rose's Cabin	Failure to depart		2 33
Apr. 23, 1885	On the route	Failure on 5 miles each		
During second quarter, 1885	Between Powderhorn and Cochetopa.	Failure to perform service		76 67
Apr. 13, 1885	On the route	Wet mail		2 00
Apr, 15, 17, 21, 1885	Rockwood	Failure to arrive		
Apr. 16, 18; May 2, 5, 7, 11, 13 15, 19, 1885.	do	Failure to depart		32 76
Apr. 13, 15, 17, 1885	Rico	Failure to arrive		
Apr. 14, 16, 18, 1885	do	Failure to depart		
Apr. 15, 1885	Animas Forks	Failure to arrive and depart		2 39
Apr. 2, 3, 1885	Lake City	do		26 22
Apr. 4, 1885	do	Failure to depart		
Apr. 20, 1885	Del Norte	Failure to arrive		4 80
May 11, 1885	Gardner	Failure to arrive and depart		5 57
Apr. 14 1885	Jewett	do		8 45
May 2, 23, 1885	Hahn's Peak	Failure to arrive		4 23
Apr. 4 7, 9, 11, 1885	Dillon	do		
Apr. 6, 8, 10, 13, 1885	do	Failure to depart		47 60
Apr. 1, 3, 6, 8, 10, 13, 1885	Troublesome	Failure to arrive		
Apr. 2, 4, 7, 9, 11, 14, 1885	do	Failure to depart		
Apr. 1 to May 20, and from June 1 to 14, 1885.	On the route	Failure to perform 6 times a week service.		15 27
June 11, 1885	Teller	Failure to arrive		6 08
June 5, 1885	do	Failure to depart		
May 6, 8, 1885	Aspen	do		5 82
June 1, 1885	Howardsville	Failure to arrive and depart		8 34
June 5, 15, 1885	Highland Mary	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
38245	La Platte to Parrott	Colo	H. C. Slavens	$802 77	$1 28
38245	do	Colo	do		
38245	do	Colo	do		
38245	do	Colo	do		
38245	do	Colo	do		
38245	do	Colo	do		
38252	Silverton to Ouray	Colo	H. Tisedale	2, 140 00	3 41
38277	Parlin to Drew	Colo	G. V. Meserole	3, 450 00	
38278	Irwin to Castleton	Colo	J. F. Seymour	1, 856 00	2 53
38278	do	Colo	do		
38281	Sunset to Caribou	Colo	Wm. Todd	1, 195 00	1 90
38281	do	Colo	do		
38284	Golden to Hutchinson	Colo	D. Harmer	1, 575 00	2 50
38287	Livermore to Tie Siding	Colo	Wylie & Shipp	900 00	4 32
38292	Georgetown to Grand Lake	Colo	A. H. Brown	3, 600 00	11 53
38293	Hot Sulphur Springs to Coulter	Colo	do	720 00	2 30
38302	Animas Forks to Rose's Cabin	Colo	C. Shaffer	1, 800 00	2 46
39113	Chaperito to Fort Sumner	N. Mex	A. B. Cotton	2, 523 03	8 08
39137	Craig to San Marcial	N. Mex	W. A. Stoddard	340 00	46
39138	Grafton to Engle	N. Mex	O. E. Kinney	3, 420 00	5 36
39138	do	N. Mex	do		
39138	do	N. Mex	do		
39142	Silver City to Georgetown	N. Mex	J. Price	679 00	1 08
39148	Las Vegas to Fort Bascom	N. Mex	W. A. Stoddard	3, 129 85	10 02
39148	do	N. Mex	do		
39148	do	N. Mex	do		
39148	do	N. Mex	do		
39166	Hudson to R. R. station	N. Mex	G. V. Meserole	738 00	50
39170	Engle to Cherryville	N. Mex	do	1, 836 00	5 96
39171	Silver City to Black Hawk	N. Mex	do	1, 420 00	2 26
40155	Navajo to Springerville	Ariz	J. B. Colegrove	5, 999 46	9 58
40155	do	Ariz	do		
40155	do	Ariz	do		
46147	Yreka to Shasta	Cal	O. J. Salisbury	6, 774 60	10 81
	RAILROAD SERVICE.				
1	Boundary line to Presque Isle	Me	N. B. Rwy	1, 284 21	2 05
1	do	Me	do		
3024	Ayer to Greenville	Mass	Fitchburgh Rwy	1, 466 97	2 34
5018	Hartford to Millerton	Conn	Connecticut Western Rwy.	5, 441 25	
6031	Nineveh Junction to Jefferson Junction.	N. Y	D. & H. C. Co	964 78	1 54
6035	Watertown to Cape Vincent	N. Y	R., W. & O. Rwy	1, 214 31	1 92
6051	Chatham to Bennington	N. Y	L. Springs Rwy	3, 212 52	5 13
6054	do	N. Y	do		
6072	Lyons to Sayre	N. Y	G., S. & S Rwy	6, 978 72	11 13
6082	Johnsonville to Greenwich	N. Y	G. & J. Rwy	640 82	1 02
6102	Rochester to Salamanca	N. Y	R. & P. Rwy	5, 319 48	8 49
6102	do	N. Y	do		
6102	do	N. Y	do		
6107	Mechanicsville to Eagle Bridge	N. Y	B., H., T. & W. Rwy	1, 557 76	2 48
6108	Attica to Cuba	N. Y	T., V. & C. Rwy	2, 561 57	4 09
6110	DeKalb Junction to Norwood	N. Y	R., W. & O. Rwy	1, 346 65	2 15
6110	do	N. Y	do		
7061	Anglesea Junction to Anglesea	N. J	Anglesea Rwy	235 98	
8086	Foxburgh to Callery	Pa	P. & Western Rwy	2, 794 78	4 46
8129	Irwin Junction to Sewickley	Pa	Pa. Gas Coal Company's Youghiogeny Rwy.	334 81	
10009	Salisbury to Ocean City	Md	W. & P. Rwy	1, 311 57	
10012	Clayton to Chesterton	Md	Kent County Rwy	2, 126 79	3 39
10014	Bowie to Pope's Creek	Md	B. & P. Rwy	2, 983 28	4 76
18003	Vicksburgh to Meridian	Miss	V. & M. Rwy	13, 105 70	17 95
18003	do	Miss	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 4, 6, 7, 8, 9, 11, 13, 15 16, 17, 21, 24, 1885.	La Platte	Failure to arrive and depart		
Apr. 14, 1885	do	Failure to arrive		
Apr. 18, 1885	do	Failure to depart	.....	$34 56
Apr. 3, 4, 6, 7, 8, 9, 11, 13, 15, 16, 18, 21, 24, 1885.	Parrott	Failure to arrive and depart		
Apr. 17, 1885	do	Failure to arrive		
Apr. 14, 1885	do	Failure to depart		
Apr. 12, 1885	Ouray	Failure to arrive	.....	1 70
During second quarter, 1885	On the route	Failure to comply with schedule.	$10 00	.....
Apr. 8, 1885	Irwin	Failure to arrive	.....	2 53
Apr. 10, 1885	do	Failure to depart		
Apr. 23, 1885	Caribou	Failure to arrive	.....	1 90
Apr. 24, 1885	do	Failure to depart		
Apr. 23, 24, 1885	On the route	Failure 2 round trips	.....	10 00
Apr. 18, 1885	Tie Siding	Failure to depart	.....	2 16
May 9, 1885	Georgetown	Failure to arrive	.....	5 76
Mar. 2, 18, 1885	Hot Sulphur Springs.	Failure to arrive and depart	.....	4 60
Apr. 5, 13, 20, 1885	Animas Forks	do	.....	7 38
June 20, 1885	Chaperito	Failure to arrive	.....	4 04
May 29, 1885	On the route	Lost mail pouch	20 00	.....
May 25; June 1, 4, 1885	Grafton	Failure to arrive	.....	26 80
May 23; June 2, 4, 6, 1885	do	Failure to depart		
June 1, 4, 5, 1885	Engle	Failure to arrive		
May 30, 1885	On the route	Failure round trip	.....	2 16
June 23, 1885	Las Vegas	Failure to arrive	10 00	10 02
June 30, 1885	Fort Bascom	do		
During second quarter, 1885	On the route	Wet mail and employing carriers under 16 years of age.		
During June, 1885	do	Failure of 7 trips per week	.....	30 75
May 27; June 1, 1885	Cherryville	Failure to arrive and depart	.....	11 92
May 28, 1885	Black Hawk	Failure to arrive	.....	1 13
May 1, 1885	Navajo	do	10 00	9 58
May 21, 1885	do	Failure to depart		
During second quarter, 1885	On the route	For employing carriers under 16 years of age.		
July 1, 1882, to June 30, 1885	Between Shasta and Tower House.	Mail carried in same conveyance which carried mail on route 46154, Redding to Weaverville.	.....	2,567 19
Apr. 21, 24, 25, 27, 29, 1885	On the route	Failure round trips	.....	26 65
Apr. 22, 28; May 27, 1885	do	Failure half trips		
May 9, 1885	Ayer	Failure to arrive	.....	1 17
Aug. 31, 1884, to June 30, 1885.	Between State-Line Junction and Millerton.	Failure to perform service	.....	131 76
Feb. 17, 1885	On the route	Failure round trip	.....	3 08
Apr. 4, 1885	Watertown	Failure to arrive and depart	.....	1 92
Apr. 9, 1885	Bennington	Failure to arrive	.....	5 13
Apr. 10, 1885	do	Failure to depart		
June 27, 1885	Sayre	Failure to arrive	.....	5 56
May 11, 1885	Johnsonville	Failure to arrive and depart	.....	1 02
Feb. 17, 1885	Rochester	do	.....	16 98
Feb. 20, 1885	do	Failure to depart		
Feb. 11, 1885	Salamanca	do		
June 6, 1885	Mechanicsville	Failure to arrive	.....	1 24
Apr. 4, 6, 22, 1885	Cuba	Failure to arrive and depart	.....	12 27
Apr. 4, 1885	DeKalb Junction	Failure to arrive	.....	3 22
Apr. 4, 1885	Norwood	Failure to arrive and depart		
During second quarter, 1885	On the route	Failure to perform service	.....	
Apr. 9, 27; May 4, 1885	Callery	Failure to arrive	.....	59 00
July 1, 1880, to June 30, 1885.	Between Blackburn and Sewickley.	Failure to perform service	.....	6 69
				290 70
Apr. 1 to June 30, 1885	Between Berlin and Ocean City.	Failure 4 round trips	.....	50 30
June 29, 1885	Chesterton	Failure to arrive	.....	1 69
May 29, 1885	Bowie	Failure to connect	.....	2 38
Apr. 7, 1885	Vicksburgh	Failure to arrive and depart	.....	35 90
Apr. 8, 9, 1885	do	Failure to connect		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
19006	Nashville to Decatur	Tenn	L. & N. Rwy	$18,047 19	$24 72 12 36
20005	Louisville to Nashville	Ky	do	55,204 00	30 24
20025	Henderson to Nashville	Ky	do	13,319 11	9 82
21014	Columbus to Cincinnati	Ohio	P., C. & St. L. Rwy	40,133 91	54 97
21015	Columbus to Indianapolis	Ohio	C., St. L. & P. Rwy	107,850 60	147 74
21016	Galion to Indianapolis	Ohio	C., C., C. & I. Rwy	36,816 26	
21021	Carey to Findlay	Ohio	I., B. & Western Rwy	684 00	1 09
21021	do	Ohio	do		
21021	do	Ohio	do		
21024	Hamilton to Indianapolis	Ohio	C., H. & I. Rwy	8,109 19	
21033	Columbus to Indianapolis	Ohio	I., B. & Western Rwy	17,778 80	
21039	Delphos to Dayton	Ohio	T., C. & St. L. Rwy	5,906 25	9 43
21039	do	Ohio	do		
21048	Lore City to Cumberland	Ohio	C., W. & N. Y. Rwy	802 41 756 67	 1 28
21048	do	Ohio	do		
21057	Jeffersonville to Claysville Junction	Ohio	C., C. & H. V. Rwy	1,197 00	1 91
21057	do	Ohio	do		
21057	do	Ohio	do		
21057	do	Ohio	do		
21064	Dayton to Dodds	Ohio	Cin. Northern Rwy	1,527 97	
21069	Thurston to Redfield	Ohio	C. & Eastern Rwy	1,443 23	2 30
21085	New Richmond Junction to New Richmond.	Ohio	do	626 71	1 00
21085	do	Ohio	do		
21085	do	Ohio	do		
21090	Marion to Chicago Junction	Ohio	C. & A. Rwy	13,892 22	22 19
21090	do	Ohio	do		
21092	Canton to Coshocton	Ohio	C. Valley Rwy	2,714 06	4 33
22001	Indianapolis to Vincennes	Ind	Pa. Rwy	8,489 84	6 78 13 56
22032	Indianapolis to Cincinnati	Ind	C., I., St. L. & C. Rwy	34,669 91	
22032	do	Ind	do		
22005	Indianapolis to La Fayette	Ind	do	22,435 48	
22007	New Albany to Indianapolis	Ind	Pa. Rwy	17,648 83	
23036	Aurora to Foreston	Ill	C. & Ia. Rwy	13,390 53	21 39
23036	do	Ill	R. P. O	2,039 25	* 3 25
23936	do	Ill	do		
23054	Chicago to Lanark Junction	Ill	C., M. & St. P. Rwy	22,312 08	35 64
23054	do	Ill	do		
23054	do	Ill	do		
25055	Brandon to Markesan	Wis	do	503 59	80
27008	Burlington to Bogard	Iowa	C., B. & Ks. Rwy	18,629 15	29 75
27008	do	Iowa	do		
27008	do	Iowa	do		

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 2, April 10, 11, 14, 15, 16, 18, 21, 22; May 10, 14; June 16; No. 4, April 22, 23; June 11, 1885.	Nashville	Failure to connect		$92 70
No. 3, April 18, 1885	do	do		15 12
No. 51, April 22; May 14; June 28, 1885.	do	do		14 73
No. 5, May 7; No. 7, May 6, 26, 1885.	Cincinnati	do		10 31
No. 1, April 1, 4, 6, 10, 13, 21, 22, 23; May 2, 27; June 3, 8, 17, 18, 24, 27; No. 7, May 3, 7, 8, 10, 26; June 1, 15, 1885.	Indianapolis	do		439 45
No. 5, April 4, 5, 7, 10, 13, 15, 18; May 4, 10; June 7, 1885.	do	do		82 90
May 16, 1885	Carey	Failure to arrive		
January 27, 1885	do	Failure to depart		1 63
May 16, 1885	Findlay	do		
No. 6, April 24; May 5; No. 36, May 12; June 1, 10, 16, 22, 24, 1885.	Indianapolis	Failure to connect		19 81
No. 5, April 4; June 11, 1885.	do	do		11 30
June 26, 1885	Delphos	Failure to arrive		
June 27, 1885	do	Failure to depar		9 43
April 30; May 4, 6, 8, 11, 13, 15, 18, 20. 22, 25, 27, 29, 1885.	Lore City	Failure to arrive		
May 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30, 1885.	do	Failure to depart		16 00
April 22; May 29; June 6, 8, 9, 1885.	On the route	Failure half trips		
April 3, 6, 7, 8, 13, 15, 17, 20, 21; May 25, 26, 27, 28; June 5, 1885.	do	Failure round trips		132 08
June 10 to 30, 1885	do	Failure to perform service		
April 1, 1885	do	Failure half trip		2 44
April 27, 1885	do	do		4 60
May 2, 1885	New Richmond	Failure to arrive		
do	do	Failure to depart		25 60
April 18 to May 1, 1885	On the route	Failure to perform service		
Feb. 9, 17, 1885	Marion	Failure to arrive		
Feb. 9, 10, 16, 17, 1885	Chicago Junction	Failure to arrive and depart		110 95
June 5, 1885	On the route	Failure half trip		4 33
No. 2, June 23, 1885	Indianapolis	Failure to connect		3 39
No. 1, June 10, 13, 25; No. 5, Apr. 25; May 3, 27; June 4, 25, 1885.	do	do		59 55
May 1, 1885	Cincinnati	Failure to connect train No. 1		
No. 2, Apr. 4, 13, 17, 30; No. 4, Apr. 11; May 1, 1885.	Indianapolis	Failure to connect		25 80
No. 7, Apr. 1, 8; June 5, 8, 12, 14, 23, 26, 1885.	do	do		28 55
Feb. 10, 1885	Aurora	Failure to depart		10 69
do	do	Railway post-office cars failed to depart.		8 12
Feb. 9, 10, 1885	Forreston	Railway post-office car failed to arrive and depart.		
Feb. 9, 1885	Lanark Junction	Failure to arrive		
Feb. 10, 1885	do	Failure to depart		71 28
Mar. 16, 1885	do	Failure to arrive and depart		
Feb. 13, 1885	Brandon	For negligence on the part of company's employés in not removing the Utley pouch from the platform after the arrival of the train on main line to a place of safety, by reason of which it was thrown or rolled from the platform to the track and was run over and badly damaged.	$2 00	
Jan. 26, 27; Feb. 9, 10, 19, 1885.	Burlington	Failure to arrive		
Jan. 16, 1885	Bogard	Failure to arrive and depart		133 87
Jan. 17; Feb. 10, 1885	do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
27035	Burlington to Washington	Iowa	B. & N. Western Rwy	$2,262 75	$3 61
27038	Maple River to Mapleton	Iowa	do	3,507 59	5 60
27042	Chariton to Indian	Iowa	C., B. & Q. Rwy	1,585 38	2 53
27042	do	Iowa	do		
27056	Des Moines to Cedar Falls	Iowa	W., I. & Nebr. Rwy	4,662 95	7 44
27056	do	Iowa	do		
27056	do	Iowa	do		
27056	do	Iowa	do		
27061	Bethany Junction to Albany	Iowa	C., B. & Q. Rwy	2,998 71	4 79
27066	Jewell to Lake City	Iowa	C. & N. Western Rwy	2,910 44	4 64
27066	do	Iowa	do		
27070	Eagle Grove to Iroquois	Iowa	do	22,278 97	30 51
27070	do	Iowa	do		
27089	Sac City to Kingsley	Iowa	do	3,146 00	5 02
28006	Kansas City to Union Pacific Transfer.	Mo	K. City, St. J. & C. Bluffs Rwy.	34,492 30	10 02 47 24
28010	Kansas City to Cameron	Mo	H. & St. Jo. Rwy	10,435 75	7 14
28044	Bigelow to Burlington Junction	Mo	K. City, St. J. & C. Bluffs Rwy.	1,619 95	2 58
30008	Vicksburgh to Shreveport	La	V. S. & P. Rwy	9,327 30 9,222 95	12 63
30008	do	La	do		
30008	do	La	do		
30008	do	La	do		
31009	Shreveport to El Paso	Texas	T. & Pacific	69,893 08	95 74
31009	do	Texas	do		
31009	do	Texas	do		
31028	Whitesborough to Taylor	Texas	Mo. Pacific Rwy	30,466 52	41 73
31028	do	Texas	do		
31028	do	Texas	do		
33007	Saint Joseph to Grand Island	Kans	St. Jo. & W. Rwy	15,264 71	20 91
33007	do	Kans	do		
34002	Plattsmouth to Hastings	Nebr	B. & Mo. River Rwy	23,725 85	32 50
34011	York to Central City	Nebr	Rep. Valley Rwy	2,801 65	4 47
34011	do	Nebr	do		
34026	De Witt to Tobias	Nebr	Nebr. & Colo. Rwy	1,014 88	1 62
	STEAMBOAT SERVICE.				
88	Andover to Upper Dam	Mo	C. A. J. Farrar	250 00	1 19
1097	Lakeside to Wentworth's Location	N. H	do	75 00	35
1097	do	N. H	do		
3098	Wood's Holl to Nantucket	Mass	G. Marston	7,875 00	16 76
24096	Mackinaw City to Mackinac	Mich	J. B. Colegrove	2,460 00	3 92
29095	Terrene to Pine Bluff	Ark	G. H. Van Ethen	6,700 00	32 20
29097	Memphis to Arkansas City	Ark	J. D. Adams	24,000 00	76 92
	MAIL-MESSENGER SERVICE.				
60055	Orrington to railroad	Me	T. H. Crowell	140 85	22
60103	West Freeman to railroad	Me	S. A. Lovejoy	44 00	
62072	Wells River to railroad	Vt	A. S. Farwell	100 00	10
62080	Walcott to railroad	Vt	A. R. Pike	100 00	32
63088	Magnolia to railroad	Mass	J. W. Trout	200 00	

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 2, 4, 11, 1885	Washington	Failure to depart		$5 41
Feb. 9, 10, 1885	On the route	Failure round trip		22 40
Feb. 9, 10, 1885	do	do		11 38
Feb. 11, 1885	Chariton	Failure to arrive		
Jan. 16; Feb. 19, 1885	Des Moines	do		197 16
Jan. 17, 1885	do	Failure to depart		
Feb. 9, 10, 11, 12, 13, 1885	do	Failure to arrive and depart		
Jan. 9, 16, 17, 19, 21, 22, 26, 28; Feb. 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 1885.	Cedar Falls	do		
Feb. 9, 10, 1885	On the route	Failure round trip		19 16
Apr. 30; May 4, 1885	Lake City	Failure to arrive		9 28
May 1, 5, 1885	do	Failure to depart		
Dec. 31, 1885	On the route	Failure half trip		30 51
June 2, 1885	Linn Grove	For willful negligence on the part of company's messenger in failing to dispatch mail.	$2 00	
Feb. 9, 10, 11, 12, 13, 20, 1885	On the route	Failure half trip		30 12
No. 2, June 19, 21; No. 4, May 8; June 3, 23; No. 12, Apr. 14; May 7, 15, 21; June 8, 13, 25, 27, 1885.	Kansas City	Failure to connect		65 13
No. 1, Apr. 2, 17, 22; May 23; June 26; No. 3, Apr. 2; May 2, 13, 15, 20, 25; June 13, 1885.	do	do		42 84
Jan. 9, 1885	Bigelow	Failure to arrive		1 29
Dec. 30, 1884	Vicksburgh	do		
Oct. 9, 10, 11, 16, 19, 23, 28; Nov. 19, 1884.	do	Failure to connect		119 98
Jan. 19, 1884	Shreveport	Failure to depart		
Jan. 15, 16, 17, 18, 1885	do	Failure to arrive and depart		
Oct. 4, 1883; July 16, 1884; May 10, 1885.	do	Failure to depart		
Jan. 15; May 22, 1885	do	Failure to depart and arrive		1,101 01
May 24, 25, 26, 27, 28, 29, 30, 31, 1884.	El Paso	Failure to arrive and depart		
Apr. 24, 1885	Whitesborough	Failure to arrive and depart		
Apr. 22, 23, 24, 1885	Taylor	do		187 78
May 28, 1885	do	Failure to arrive		
Feb. 9, 1885	Between Wathena and Grand Island.	Failure one way		
Feb. 10, 1885	Between Grand Island and Severance.	do		39 10
Apr. 4, 17; May 6, 1885	Hastings	Failure to depart		48 75
June 4, 1885	York	do		6 70
Mar. 16; June 30, 1885	Central City	do		
May 27, 1885	On the route	Failure half trip		1 62
June 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 1885.	Andover	Failure to arrive and depart		11 90
June 3, 5, 6, 26, 1885	Wentworth's Location.	Failure to arrive		1 12
June 2, 5, 6, 26, 1885	do	Failure to depart		
During second quarter, 1885	On the route	Failure 37 trips		620 12
Apr. 29, 1884	Mackinaw Island	Failure to arrive and depart		3 92
Weeks ended June 13, 20, and 27, 1885.	Pine Bluff	Failure to arrive and depart once by steamboat; performed by land instead.		56 25
Week ended June 20, 1885	Memphis	Failure to arrive once		38 46
During second quarter, 1885	On the route	Failure to perform one trip		22
April 1 to May 22, 1885	do	Failure to perform service		6 26
During second quarter, 1885	do	Failure round trip		10
May 13, 1885	do	Failure 1 trip		32
June 27, 1885	do	Mail carried by an unsworn person.	2 50	

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE—continued.				
66102	Churchville to railroad	N. Y.	R. Thomas	$130 00	$0 10
66293	Liverpool to railroad	N. Y.	J. Chillingsworth	100 00	08
66489	Sea Cliff to railroad	N. Y.	R. Hendrickson	152 00	12
66676	New Utrecht to Fort Hamilton	N. Y.	F. J. Bierlein	165 00	26
66690	Rockville to railroad	N. Y.	S. Burlingame	60 00	10
68069	Island Heights to railroad	N. J.	Ed. Edwards	54 00	17
68131	Scotch Plains to railroad	N. J.	D. Callen	187 20	15
69009	Alum Rocks to railroad	Pa.	H. G. Boreing	52 00	08
69082	Church to railroad	Pa.	A. M. Saxton	144 00	23
69151	Freemansburgh to railroad	Pa.	H. Van Billiard	150 00	08
69382	Roscoe to railroad	Pa.	T. Underwood	52 00	08
69135	Waterville to railroad	Pa.	J. M. Wolf	97 50	15
69593	York Furnace to railroad	Pa.	J. A. Sullivan	75 00	.....
73047	Harriston to railroad	Va.	L. Q. Calhoun	97 50	31
73059	Lula to Fort Mitchell	Va.	A. H. Powers	147 00	.....
73086	Port Republic to railroad	Va.	T. L. Maupin	87 00	17
74003	Benwood to flag station	W. Va.	T. Pelley	144 00	08
74029	Piney Grove to railroad	W. Va.	E. Hunt	140 00	22
74046	Frazier's Bottom to railroad	W. Va.	C. E. Vintroux	145 00	23
74056	Proctor to railroad	W. Va.	J. W. Monroe	50 00	08
75068	Fair Bluff to railroad	N. C.	E. Bass	120 00	11
77020	Hooper to railroad	Ga.	W. R. Hooper	100 00	16
78009	Green Cove Springs to railroad	Fla.	G. W. Galloway	196 00	10
78024	Orange Park to railroad	Fla.	E. N. Holt	200 00	12
79022	Grantville to steamboat landing	Ala.	L. C. Elliott	70 00	33
80025	Lake Washington to steamboat landing.	Miss.	F. Whalen	180 00	.....
80028	Marion Station to railroad	Miss.	L. J. Barnett	120 00	16
80030	Mississippi City to railroad	Miss.	E. J. Merrill	180 00	12
80057	New Town Landing to railroad	Miss.	B. H. Cresswell	84 00	27
80063	Arcola to railroad	Miss.	B. Brack	240 00	66
81014	Darnall to steamboat landing	Tenn.	J. J. Parks	96 00	30
81053	Russellville to steamboat landing	Tenn.	W. S. Miller	135 00	16
81064	Walnut Grove to steamboat landing	Tenn.	J. M. Stansell	95 00	45
83042	Bremen to railroad	Ohio.	A. Church	57 00	09
83063	Centreville to railroad	Ohio.	S. F. Dana	165 00	26
83067	Cheshire to railroad	Ohio.	W. H. Guthrie	79 00	08
83116	Ewington to railroad	Ohio.	G. W. Lambert	46 00	07
83244	Nankin to railroad	Ohio.	H. H. Harkness	87 00	14
83334	Rushville to railroad	Ohio.	J. Leckrow	84 75	07
83349	Sharonville to railroad	Ohio.	P. M, Denmah	64 00	10
83418	Westville to railroad	Ohio.	C. F. Kizer	93 60	15
83471	Sarahsville to railroad	Ohio.	N. C. Calland	46 50	07
10350	Trysil to railroad	Dak.	G. Strandwold	240 00	.....
	Remissions.				
	STAR SERVICE.				
27281	Wapello to New Boston	Iowa.	W. N. Gibbs	421 00	67
35121	Oak Hollow to Scott	Dak.	J. B. Colegrove	456 00	1 45
	RAILROAD SERVICE.				
41002	State Line to Ogdon	Utah.	D. & R. G. W. Rwy	30,346 30	41 57

WEEK ENDING SATURDAY,

	STAR SERVICE.				
2101	Brattleborough to Jacksonville to North Adams.	Vt.	M. J. Moss	$1,590 00	$1 06
2101	....do	Vt.	....do	.....	1 47
2101	....do	Vt.	....do	.....	.....
2101	....do	Vt.	....do	.....	.....

fiscal year ending June 30, 1886—Continued.

JULY 18, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 19, 1885	On the route	Failure 1 trip		$0 20
May 11, 1885	do	do		08
June 12, 1885	do	do		12
During second quarter, 1885	do	Failure 3 connections		1 17
June 23, 1885	do	Failure 1 trip		10
During second quarter, 1885	do	Failure to connect		17
June 6, 24, 1885	do	do		45
During second quarter, 1885	do	Failure 2 trips		16
June 20, 1885	do	Failure to connect		34
May 21, 1885	do	Failure 1 trip		08
During second quarter, 1885	do	do		08
June 18, 1885	no	do		15
June 2 to 22, 1885	do	Failure to perform service		4 32
During second quarter, 1885	do	Failure 2 trips		62
do	Plantersville	Failure to supply 3 times	$0 50	
do	On the route	Failure 10 trips		1 70
do	do	Failure 2 trips		16
do	do	Failure 1 trip		22
do	do	Failure to connect 1		23
do	do	do		08
June 26, 1885	do	Failure 1 trip		11
Apr. 14, 1885	do	do		16
May 8, 1885	do	do		10
During second quarter, 1885	do	Failure 6 trips		72
do	do	Failure 1 trip		33
Apr. 27 to May 20, 1885	do	Failure to perform service		11 86
During second quarter, 1885	do	Failure 18 trips		2 88
do	do	Failure 2 trips		24
do	do	Failure 1 trip		27
May 10, 1885	do	do		99
During second quarter, 1885	do	do		30
do	do	Failure 4 trips		64
do	do	Failure 3 trips		1 35
June 5, 1885	do	Failure 1 trip		09
Apr. 9, 1885	do	do		26
Apr. 15, 1885	do	do		08
May 6; June 30, 1885	do	do		14
During second quarter, 1885	do	Failure 2 trips		28
June 22, 27, 1885	do	Failure 1 trip		14
June 6, 1885	do	Failure 1 connection		10
During second quarter, 1885	do	Failure 1 trip		15
do	do	Failure 1 connection		07
do	do	Three times a week service performed.		30 00

Remit $15 86 of the deduction noted in report for week ended April 18, 1885, it having been shown by corrected register for March, 1885, from postmaster at Wapello and certificate of the mail-carrier, indorsed by the postmaster at New Boston, that carrier arrived at and departed from Wapello March 27, 28, 30, and 31, and failed on only 2 miles both ways of route March 4, 5, 6, 7, 9, 10, 11, 13, 14, 16, 17, 18, 19, 20, 21, and 26.

Remit 1 79, the deduction noted in report for week ended April 25, 1885, it having been shown by certificate of postmaster's that there was no failure February 9, simply a delay.

Remit 41 57 of the deduction noted in report for week ended February 7, 1885, it having been shown by the statement of W. M. Rank, agent of the D. & R. G. W. Rwy., at Ogden City, corroborated by the statement of J. L. Wilder, superintendent of railway mail service, that the mail arrived at Ogden December 24 and departed therefrom December 25, 1884, on time, in charge of R. P. clerk F. E. Whitney.

JULY 25, 1885, INCLUSIVE.

Apr. 3, 6, 8, 10, 1885	Jacksonville	Failure to arrive		
Apr. 4, 6, 8, 9, 10, 13, 1885	do	Failure to depart		$8 97
Apr. 7, 13, 25, 1885	do	do		
Apr. 3, 23, 1885	do	Failure to arrive		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
2102	Brattleborough to Wilmington to Bennington.	Vt	M. H. Stoddard	$1,292 00	$0 95
2102	do	Vt	do		
2102	do	Vt	do		
2102	do	Vt	do		
2102	do	Vt	do		
2102	do	Vt	do		
2102	do	Vt	do		
2131	Rutland to Bridgewater to Woodstock.	Vt	J. M. Furman	799 00	81
2131	do	Vt	do		
2154	East Thetford to Chelsea	Vt	J. R. Tupper	521 00	83
2154	do	Vt	do		
2177	Montpelier to Morrisville	Vt	H. A. Dickinson	800 00	1 27
2177	do	Vt	do		
2211	Barton to South Albany	Vt	J. R. Chappel	436 00	69
2220	Hyde Park to North Troy	Vt	Wellcome & Jackson	1,096 00	1 74
2250	Montgomery to Eden	Vt	J. R. Tupper	196 00	94
2254	Wilmington to Heartwellville	Vt	Hosea Mann, jr	333 00	53
2254	do	Vt	do		
2254	do	Vt	do		
2254	do	Vt	do		
3155	Williamsburgh to Cummington to Hinsdale.	Mass	O. P. Clark	600 00	59
3155	do	Mass	do		
3160	Westfield to Tolland	Mass	W. A. Stoddard	523 64	83
3272	West Leyden to Green	Mass	W. C. Stoddard	430 00	68
5115	Winsted to Sandisfield	Conn	A. A. Friedrich	472 24	75
6252	Elizabethtown to Saranac Lake	N. Y.	W. A. Stoddard	570 00	2 74
6487	Cortland to Norwich	N. Y.	F. A. Hakes	494 00	54
6678	Norwich to De Ruyter	N. Y.	C. D. Geer	1,005 75	1 60
6771	N. Y. P. O. to railroad stations and steamboat landings.	N. Y.	G. K. Otis	63,200 00	
6772	N. Y. P. O. to mail stations	N. Y.	do	28,847 05	
9586	Sandtown to Goldsborough	Del	W. L. Argue	83 07	26
10141	Centreville to Kent Island	Md	Z. T. Carpenter	815 27	36
11425	Columbia to Keswick depot	Va	J. M. Hudson	349 00	1 11
11425	do	Va	do		
11644	Trelaw to Brosville	Va	J. F. Logan	90 00	28
14103	Walhalla to Westminster	S. C	S. D. Castleman	226 00	36
14210	Hampton to Ridgeland	S. C	E. W. & M. E. Carter	400 00	1 92
14112	Anderson to Ruckersville	S. C	E. T. Clemmons	389 00	1 87
14112	do	S. C	do		
14125	New Market to Elmwood	S. C	do	619 00	1 97
14128	Laurens C. H. to Honea Path	S. C	E. T. Cason	500 00	
14129	Laurens C. H. to Centreville	S. C	do	290 00	
14129	do	S. C	do		
14133	Greenville to Green	S. C	do	190 00	
14147	Union to Clinton	S. C	S. D. Castleman	496 00	1 58
14148	Union to Woodruff's	S. C	E. T. Cason	309 00	1 48
14156	Edgefield to Poverty Hill	S. C	S. D. Castleman	166 00	1 59
14166	Hamburgh to Rehobeth	S. C	do	326 00	1 56
14179	Chester C. H. to Union	S. C	do	416 00	2 00
14179	do	S. C	do	416 00	2 00
14179	do	S. C	do	416 00	2 00
14193	Texahane to Haile's Gold Mine to Flat Rock.	S. C	do	316 00	
14193	do	S. C	do		
14204	Branchville to Varnville	S. C	E. M. & M. E. Carter	400 00	1 92
14211	Hampton to Parachucla	S. C	S. D. Castleman	436 00	1 39
14211	do	S. C	do		
14262	Georgetown to Port Harrelson	S. C	J. J. Horton	980 00	1 58
14270	Edgefield to Elmwood	S. C	J. M. Smyly	230 00	

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 4, 6, 8, 9, 11, 1885	Brattleborough	Failure to arrive and depart		
Apr. 2, 3, 6, 7, 8, 10, 13, 1885	Wilmington	Failure to arrive		
Apr. 3, 4, 6, 8, 9, 11, 16, 1885	do	Failure to depart		
Apr. 3, 6, 8, 14, 20, 1885	do	Failure to arrive		
Apr. 6, 8, 9, 18, 27, 1885	do	Failure to depart	.....	$31 20
Apr. 3, 4, 7, 8, 16, 18, 20, 21, 22, 23, 25, 29, 1885.	Bennington	Failure to arrive		
Apr. 2, 4, 6, 8, 16, 18, 20, 21, 22, 23, 25, 29, 1885.	do	Failure to depart		
May 2, 1885	do	Failure to arrive and depart		
Apr. 3, 1885	Bridgewater	do	.....	1 21
Apr. 4, 1885	do	Failure to depart		
Apr. 8, 13, 14, 1885	Chelsea	Failure to arrive	.....	2 49
Apr. 9, 14, 15, 1885	do	Failure to depart		
Apr. 8, 1885	Morrisville	Failure to arrive and depart	.....	11 37
Apr. 9, 10, 11, 13, 14, 15, 16, 21, 1885	Between Elmore and Worcester.	Failure on 12 miles		
Apr. 16, 18, 20, 25, 1885	South Albany	Failure on 3 miles	.....	1 50
Apr. 8, 9, 10, 11, 1885	Hyde Park	Failure 2 half trips	.....	3 48
Apr. 7, 1885	On the route	Failure to perform service	.....	1 88
Apr. 3, 6, 8, 14, 20, 1885	Wilmington	Failure to arrive		
Apr. 6, 8, 9, 18, 27, 1885	do	Failure to depart	.....	5 30
Apr. 6, 8, 9, 16, 18, 24, 1885	Hartwellville	Failure to arrive		
Apr. 3, 6, 8, 17, 1885	do	Failure to depart		
Apr. 4, 1885	Cummington	Failure to arrive and depart	.....	1 18
do	Hinsdale	do		
do	On the route	Failure to perform service	.....	1 66
do	do	do	.....	1 36
May 21, 23, 30; June 26, 30, 1885.	Winsted	Failure to connect	.....	1 88
Apr. 10, 11, 1885	Saranac Lake	Failure to arrive and depart	.....	2 74
Apr. 1, 2, 8, 9, 1885	Norwich and Pitcher.	Failure to perform service	.....	1 96
Apr. 4; May 5, 1885	De Ruyter	Failure to arrive and depart	.....	3 20
During 2d quarter, 1885	On the route	Failures and delinquencies	$498 90	.....
do	do	Failures, delays, &c	259 13	.....
June 30, 1885	do	Failure total	.....	1 04
June 11, 1885	Queenstown	Failure to take the 1.15 p. m. mail to Centreville.	1 00	.....
May 25, 1885	Keswick	Failure to arrive and depart	.....	3 33
June 12, 15, 17, 19, 1885	do	Failure to connect		
Jan. 1 to June 30, 1885	On the route	No service performed	.....	45 00
May 23, 1885	Walhalla	Wet and damaged mail	1 00	.....
Apr. 10, 11, 20, 21, 1885	On the route	Failure round trip	.....	7 68
Feb. 10, 11, 13, 14, 20, 21, 1885	Ruckerville	Failure to arrive and depart	.....	7 48
Apr. 10, 11, 1885	do	do		
June 10; May 23, 1885	On the route	Failure on $\frac{1}{3}$ of the trips	.....	2 62
During 2d quarter, 1885	do	Failure to observe schedule	10 00	.....
do	do	do	10 00	.....
June 10, 1885	do	Lost part of the mail		
May 2, 1885	do	Failure to observe schedule up to.	5 00	.....
Apr. 22; May 11, 1885	do	Failure round trip	.....	6 32
Apr. 6, 1885	Evinsville	Failure to supply	1 00	.....
Apr. 9, 1885	On the route	Failure round trip	.....	3 18
May 16 to June 31, 1885	do	Failure, and refusing to observe schedule.	25 00	.....
May 17, 1885	do	Failure round trip		
May 29, 1885	do	Failure on 22 miles one way	1 00	3 37
Apr. 17, 1885	Meadow	Failure to supply		
June 25, 1885	Between Haile's Gold Mine and Flat Rock.	Failure round trip	1 00	1 00
June 13, 1885	Gum	Failure to supply one way		
Apr. 10, 11, 20, 21, 1885	On the route	Failure round trip	.....	7 68
Apr. 20, 21, 22, 23, 1885	do	do	.....	19 33
During 2d quarter, 1885	Between Brighton and Parachucla.	Failure to perform service		
Apr. 10, 11, 14, 17, 18, 20, 21, 22, 23, 24, 1885.	Plantersville	Failure to connect	.....	7 90
May 23, 1885	On the route	For entrusting mail to carrier under 16 years of age.	2 00	.....

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
15108	Danton to Spring	Ga	S. Daly	$313 00	$0 50
15118	Cartecay to Young Cane	Ga	C. W. Jones	111 00	1 06
15120	Dahlonega to Morganville	Ga	M. H. Hite	285 00	
15126	Blairsville to Cleveland	Ga	J. Reese	625 00	99
15126	do	Ga	do		
15154	Danielsville to Elberton	Ga	E. T. Cason	360 00	1 73
15154	do	Ga	do		
15164	Cumming to Duluth	Ga	W. C. D. Smith	497 50	
15169	Jasper to High Tower	Ga	V. Boreing	229 00	1 10
15186	Rome to Tryon Factory	Ga	S. D. Castleman	764 48	
15241	Bowdon to Esom Hill; Tallapoosa to Esom Hill.	Ga	A. Easley	677 15 357 38	2 16 1 14
15241	do	Ga	do		
15241	do	Ga	do		
15260	Augusta to Doudle Branches	Ga	do	207 49	1 99
15272	Haddock Station to Hillsborough	Ga	S. D. Castleman	326 00	1 04
15286	La Grange to Chipley	Ga	do	300 00	95
15286	do	Ga	do		
15307	Battle Ground to Mount Vernon	Ga	C. C. Morse	597 00	2 87
15308	Swainsborough to Horace	Ga	B. F. Moos	104 00	1 00
15309	Swainsborough to Fortner	Ga	C. C. Morse	216 00	1 03
15331	Hawkinsville to Jacksonville	Ga	do	640 00	3 07
15331	do	Ga	do		
16209	Key West to Biscayne	Fla	J. D. Emerson	1,681 00	16 15
16210	Lake Worth to Biscayne	Fla	do	445 50	4 28
19204	Maynardsville to Tazewell	Tenn	M. Y. Walker	512 00	1 00
19207	Maynardsville to Jacksborough	Tenn	F. L. Witt	294 00	1 41
19207	do	Tenn	do		
19207	do	Tenn	do		
19468	Peacher's Mill to Clarksville	Tenn	W. N. Gibbs	208 15	66
20136	Rutland to Cynthiana	Ky	G. W. Chambers	131 99	63
20141	Farmers to Bangor	Ky	Day & Crosthwait	164 67	52
20149	Olive Hill to Wesleyville	Ky	J. A. Craft	149 86	48
20153	Willard to Paintsville	Ky	do	555 00	1 77
20156	Richardson to Paintsville	Ky	do	569 00	90
20158	Paintsville to Pikeville	Ky	J. E. Mason	993 00	1 58
20161	West Liberty to Sandy Hook	Ky	W. A. Maxey	160 00	76
20164	Hazle Green to Salyersville	Ky	J. A. Craft	320 00	1 02
20164	do	Ky	do		
20166	Beattyville to Jackson	Ky	W. T. Hogg	392 00	1 25
20168	Pikeville to Dorton	Ky	J. A. Craft	336 00	1 07
20169	Pikeville to Logan C. H	Ky	do	530 00	2 54
20169	do	Ky	do		
20170	Pikeville to Grundy	Ky	do	427 00	2 05
20170	do	Ky	do		
20171	Hazard to Whitesburgh	Ky	W. R. Stamper	166 66	1 60
20172	Hazard to Manchester	Ky	W. O. Davis	1,148 00	1 83
20173	Prestonburgh to Hindman	Ky	J. A. Craft	288 00	1 38
20174	Harlan to Whitesburgh	Ky	do	889 00	1 42
20174	do	Ky	do		
20174	do	Ky	do		
20174	do	Ky	do		
20176	Harlan to Jonesville	Ky	T. S. Ward	104 00	1 00
20176	do	Ky	do		
20203	Kingston to McKee	Ky	J. A. Craft	390 00	1 25
20205	East Bernstadt to Booneville	Ky	D. Campbell	885 18	1 41
20205	do	Ky	do		
20206	Booneville to Manchester	Ky	H. Hogg	286 00	1 37
20206	do	Ky	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions
During second quarter, 1885	Chit	Failure to supply both ways 3 times a week.	$10 00	
Apr. 3, 1885	On the route	Failure round trip		$2 12
During second quarter, 1885	Van Zandt's Store	Failing and refusing to supply	20 00	
Apr. 4, 1885	Cleveland	Failure to arrive and depart		1 48
May 16, 1885	On the route	Failure to connect		
May 25, 1885	....do	Failure round trip		
June 25, 1885	....do	Failure half trip		5 19
During second quart r, 1885	....do	Failure to observe schedule in the performance of the service.	10 00	
June 23, 26, 1885	High Tower	Failure to arrive and depart		2 20
During second quarter, 1885	On the route	Failing and refusing to observe schedule in the performance of the service.	10 00	
Apr. 3, 1885	....do	Failure on 17 miles both ways.		
Apr. 30, 1885	....do	Failure on 8 miles		3 72
May 27, 1885	....do	Failure on 6 miles		
Apr. 8, 1885	....do	Failure round trip		3 98
May 28, 1886	Haddock Station	Failure to arrive and depart		1 04
Apr. 8; June 8, 10, 17, 19, 1885	On the route	Failure half trip		8 55
June 12, 15, 1885	....do	Failure round trip		
June 15, 1885	....do	....do		5 74
May 23, 30, 1885	....do	Failure on 10 miles both ways		2 35
Apr. 29, 1885	....do	Failure round trip		2 06
May 5, 1885	....do	....do		9 21
Apr. 28, 1885	....do	Failure half trip		
May 31, 1885	....do	Wet mail	3 00	
During second quarter, 1885	....do	Failure to perform service except five: 4 trips in April, 4 in May, and 1 in June.		89 97
Apr. 18, 1885	Between Haynes and Tazewell.	Failure on 12 miles and back		1 09
June 22, 1885	On the route	Failure on 14 miles and back		
May 15, 1885	....do	Mail carried by boy under 16 years of age.	1 00	1 27
May 28, 1885	Jacksborough	Wet mail		
June 30, 1885	On the route	Failure round trip		1 32
During June, 1885	Rutland	Mail very irregular and late: from 4 to 6 hours in arrival; but 3 every time but three.	2 00	
During second quarter, 1885	Bangor	Only arrived twice on schedule time; often 1 and 2 hours late, and once over 4 hours late.	3 00	
Apr. 15, 1885	On the route	Failed to take pouch with letter mail.	1 00	
Apr. 15, 16, 1885	....do	Failure total		3 54
June 27, 1885	....do	Wet mail	1 00	
Apr. 18, 1885	Pikeville	Failure to arrive and depart		1 58
..... do	On the route	Failure on 16½ miles		1 35
Apr. 17; May 4, 6; June 17, 1885	Hazle Green	Failure to arrive and depart		4 59
Apr. 29, 1885	On the route	Failure to connect		
Apr. 17, 20, 1885	....do	Failure total		2 50
Apr. 17, 18, 1885	....do	....do		2 14
Apr. 17, 21; June 2, 1885	Logan C. H	Failure to arrive and depart		11 87
May 29, 1885	On the route	Failure on 41 miles		
May 28, 1885	....do	Failure on 31 miles		3 51
Apr. 20, 1885	... do	Failure on 5 miles		
Apr. 18, 1885	Whitesburgh	Failure to arrive and depart		1 60
Apr. 4, 17, 18; May 28, 30, 1885	Manchester	....do		9 15
Apr. 16, 1885	Hindman	....do		1 38
Apr. 17; May 27, 1885	Whitesburgh	....do		
May 28, 29, 30, 1885	On the route	Failure on 17 miles	1 00	7 44
June 1, 1885	....do	Failure on 8 miles		
June 22, 1885	....do	Failure to connect		
May 29, 1885	....do	Failure total		3 00
Apr. 17, 18, 1885	... do	Failure half trip		
Apr. 17, 1885	McKee	Failure to arrive and depart		1 25
..... do	East Bernstadt	..... do		2 30
May 26, 1885	On the route	Failure on 12 miles (about)		
Apr. 17, 1885	....do	Failure total		4 11
May 9, 1885	....do	Failure half trip		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
20207	McKee to East Bernstadt	Ky	Tanner & Hodges	$265 00	$1 27
20207	....do	Ky	....do		
20207	....do	Ky	....do		
20207	....do	Ky	....do		
20207	....do	Ky	....do		
20217	Dunnville to Yosemite	Ky	J. W. Rice	386 58	61
20224	Somerset to Thompsonville	Ky	J. A. Craft	48 00	46
20228	Barboursville to Pineville	Ky	....do	360 00	57
20228	....do	Ky	....do		
20230	Lot, via Evans, to Barboursville	Ky	William Petrey	204 50	
20230	....do	Ky	....do		
20232	Monticello to Parmleysville	Ky	J. A. Craft	148 00	71
20290	Hopkinsville to New Providence, via Ringgold.	Ky	W. F. Costellow	559 19	1 49
20290	.... do	Ky	....do		
20290	....do	Ky	....do		
20290	....do	Ky	....do		
20291	Hopkinsvllle to Hopkinsville	Ky	.... do	777 00	1 24
20291	....do	Ky	....do		
20291	....do	Ky	....do		
20296	Cadiz to Aurora	Ky	W. H. Smith	348 00	1 11
20132	Providence to Shady Grove	Ky	J. A. Craft	186 00	59
20336	Woodville to Wickliff	Ky	....do	369 83	1 77
20347	Pineville to Tazewell	Ky	B. F. Moss	349 00	1 11
20347	....do	Ky	....do		
20347	....do	Ky	....do		
20347	....do	Ky	....do		
20375	Jackson to Hazard	Ky	William O. Davis	339 00	1 62
20377	Manchester to Wallins Creek, via Skidmore.	Ky	....do	189 75	1 82
20377	....do	Ky	....do		
20377	....do	Ky	....do		
20385	Whitesburgh to Wise C. H	Ky	J. D. Bentley	319 95	1 02
20393	Hardinsburgh to Leitchfield	Ky	Smith & Beard	324 50	1 36
20414	Roseviile to Red Boiling Springs	Ky	J. A. Craft	317 00	1 52
20415	Harlan to Hazard	Ky	William O. Davis	339 00	1 62
20415	....do	Ky	....do		
20415	....do	Ky	....do		
20432	Sandy Hook to Willard	Ky	A. Easley	244 98	1 17
20432	....do	Ky	....do		
20432	....do	Ky	....do		
20434	Sandy Hook to Relief	Ky	W. F. Costellow	163 00	78
20442	Head of Grassy to Jamison	Ky	....do	129 16	62
20442	....do	Ky	....do		
20445	Prestonburgh to Beaver	Ky	J. A. Craft	315 00	1 51
20445	....do	Ky	....do		
20445	....do	Ky	....do		
20446	Pine Top to Wright	Ky	....do	209 68	1 00
20447	West Liberty to Salyersville	Ky	A. Easley	244 98	1 17
20448	Robinson Creek to Rockhouse	Ky	J. A. Craft	240 00	1 15
20470	Commercial Summit to Wild Cat	Ky	....do	213 00	68
20470	....do	Ky	....do		
20474	Manchester to Conkling	Ky	....do	119 00	1 14
20474	....do	Ky	....do		
20482	Henderson to Morganfield	Ky	....do	617 00	1 97
20484	Elk Horn to Neetsville	Ky	.... do	160 00	76
20490	De Bard to Leadingham	Ky	....do	228 95	1 10
20491	West Liberty to Morehead	Ky	....do	824 00	1 31
20491	....do	Ky	....do		
29491	....do	Ky	....do		
20501	Salyersville to Relief	Ky	....do	170 00	81
20511	Greensburgh to Knob Lick	Ky	C. De Fevers	240 00	76
20515	Wade's Mill to Winchester	Ky	J. A. Craft	96 00	46
20525	Dallas to Pulaski	Ky	....do	119 21	57
20528	Sandy Hook to Blaine	Ky	A. Easley	192 98	92
20529	Grayson to Vanceburgh	Ky	....do	425 00	2 04

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 17, 24, 1884	East Bernstadt	Failure to arrive		
Dec. 18, 25, 1884	do	Failure to depart		
Apr. 24; May 15, 1885	On the route	Failure total	.....	$11 52
May 8, 1885	do	Failure on 19 miles		
May 26, 29, 1885	do	Failure on 12 miles		
Apr. 17, 1885	do	Failure total	.....	1 22
Apr. 18; May 30, 1885	do	do	.....	1 84
May 26, 29; Apr. 17, 18; June 24, 1885.	do	do	.....	6 05
May 8, 1885	do	Failure on 5 miles		
Apr. 18; May 30, 1885	Evans	Failure to arrive and depart	.....	1 38
Apr. 18, 1885	Barboursville	do		
May 30, 1885	On the route	Failure total	.....	1 42
May 19; June 18, 1885	Hopkinsville	Failure to arrive and depart		
May 19; June 18, 1885	Ringgold	do	.....	7 08
Apr. 7; May 19; June 23, 1885.	do	do		
do	New Providence	do		
Apr. 4, 11; May 8, 1885				
June 29, 1885	On the route	Failure total	.....	11 16
June 26, 1885	do	Failure half trips		
May 21, 23, 26, 1885	do	Failure total	.....	6 66
Apr. 16, 1885	do	Wet mail	$1 00	.....
Apr. 13, 14, 1885	do	Failure total	.....	3 54
May 29, 1885	Pineville	Failure to depart		
May 30, 1885	do	Failure to arrive	.....	4 44
Apr. 17; May 1, 29, 1885	Tazewell	do		
Apr. 18; May 2, 30, 1885	do	Failure to depart		
Apr. 17; May 29; June 2, 1885.	Jackson	Failure to arrive and depart	.....	4 86
May 7, 28, 1885	Manchester	do		
May 6, 20, 1885	Skidmore	do	.....	5 46
May 9, 1885	Bet. Skidmore and Wallins Creek.	Failure on 14 miles		
Apr. 17, 1885	Whitesburgh	Failure to arrive and depart	.....	1 02
Apr. 17, 21; May 1, 1885	On the route	Failure on 8 miles	.....	3 84
Apr. 17; May 29, 1885	do	Failure on 10½ miles	.....	2 09
Apr. 1, 4, 18; May 6, 23, 27; June 3, 10, 1885.	Harlan	Failure to arrive		
Apr. 2, 6, 20; May 7, 25, 28; June 4, 11, 1885.	do	Failure to depart	5 00	25 92
Apr. 8, 11, 25; May 2, 9, 30; June 6, 13, 27, 1885.	do	For being 1 day or more late in arriving.		
Apr. 14, 1885	Willard	Failure to arrive		
Apr. 15, 1885	do	Failure to depart	.....	2 73
Apr. 17, 1885	do	Failure on 14 miles		
do	On the route	Failure total	.....	1 56
Mar. 23; Apr. 17, 1885	Head of Grassy	Failure to arrive and depart	.....	1 86
Apr. 17, 1885	Jamison	do		
do	On the route	Failure total		
Apr. 20; May 18, 29, 1885	do	Failure half trips	1 00	7 55
May 8, 22, 1885	do	Failure to arrive on schedule day.		
Apr. 17, 1885	do	Failure total	.....	2 00
Apr. 4, 1885	Salyersville	Failure to arrive and depart	.....	1 17
Apr. 17, 1885	On the route	Failure total	.....	2 30
May 7, 28, 1885	do	Failure on 6 miles	.....	1 05
May 30, 1885	do	Failure on ¾ of a mile		
Apr. 17, 1885	do	Failure total	.....	3 42
May 29, 1885	Manchester	Failure to depart		
Apr. 8, 1885	On the route	Failure on 12 miles	.....	2 05
Apr. 17, 1885	do	Failure on 11 miles	.....	1 04
do	do	Failure total	.....	2 20
May 1, 4, 1885	West Liberty	Failure to arrive		
Apr. 16, 17, 1885	On the route	Failure on 21 miles	.....	7 07
Apr. 18, 1885	do	Failure on 13 miles		
Apr. 17, 1885	do	Failure total	.....	1 62
June 16, 1885	do	Failure on 17 miles	.....	1 17
Jan. 31; Feb. 4; Apr. 18, 22, 25; May 16; June 3, 10, 1885.	Wade's Mill	Mail half hour or more late in arriving.	2 00	.....
Apr. 21, 1885	On the route	Failure total	.....	1 14
Apr. 16, 1885	do	do	.....	1 84
Apr. 17, 18, 1885	do	Failuare on ¾ of a round trip	.....	3 06

Report of fines and deductions during the

WEEK ENDING SATURDAY

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
20536	Salt Creek to Poor Fork	Ky.	J. A. Craft	$198 00	$0 95
20562	Milford to Mt. Olivet	Ky.	C. C. Morse	173 00	83
22106	Hazleton to Red Cloud	Ind.	H. W. Winslow	143 00	45
22121	Lake to Chrisney	Ind.	do	523 00	
22121	do	Ind.	do		
22196	Salem to Delaney's Creek	Ind.	J. D. Wilson	250 00	1 20
22208	Madison to Home	Ind.	V. Boreing	228 91	73
22247	Liberty to Brookville	Ind.	J. Butler	600 00	95
22247	do	Ind.	do		
22278	Eminence to Stilesville	Ind.	V. Boreing	199 00	63
22301	Winchester to Albany	Ind.	H. W. Winslow	419 00	1 34
22323	Indianapolis to Indianapolis	Ind.	I. L. Bloomer	681 81	1 08
22425	Warren to Hartford	Ind.	V. Boreing	227 00	1 09
22491	Alguina to Lyons Station	Ind.	S. G. Stanley	118 50	18
25412	Edson to High Banks	Wis.	E. F. Warren	73 00	70
25117	Evansville to Edgarton	Wis.	do	779 00	1 24
25126	Darlington to Monroe	Wis.	R. Ritter	533 00	1 70
25152	Dodgeville to Pine Knob	Wis.	J. B. Colegrove	256 00	1 23
25165	Cambridge to Stoughton	Wis.	W. L. Argue	679 00	1 08
25165	do	Wis.	do		
25219	Portage to Friendship	Wis.	E. F. Warren	897 00	2 87
25222	Ironton to Lone Rock	Wis.	J. H. Sanborn	641 00	2 05
25223	Spring Green to Reedsburg	Wis.	W. L. Argue	394 00	1 89
22235	Wauzeka to Reedstown	Wis.	E. F. Warren	693 00	2 22
25235	do	Wis.	do		
25241	De Sota to Viroqua	Wis.	R. Ritter	483 00	1 54
25247	La Crosse to Lansing	Wis.	W. L. Argue	817 00	2 68
25266	Friendship to Grand Rapids	Wis.	do	617 00	2 96
25266	do	Wis.	do		
25271	Montello to Pardeeville	Wis.	J. B. Colegrove	299 00	1 43
25291	Howard's Grove to Manitowoc	Wis.	E. F. Warren	387 00	1 86
25295	Manitowoc to Rosencrans	Wis.	J. B. Colegrove	338 00	1 62
25296	Rosencrans to De Pere	Wis.	do	269 00	1 29
25324	Osseo to Hamlin	Wis.	do	149 00	1 43
25387	Maiden Rock to Frontonac	Wis.	E. F. Warren	293 00	46
25387	do	Wis.	do		
25387	do	Wis.	do		
25387	do	Wis.	do		
25387	do	Wis.	do		
25387	do	Wis.	do		
25392	Ellsworth to Red Wing	Wis.	J. B. Colegrove	869 00	1 38
25396	Baldwin to Baldwin	Wis.	E. F. Warren	293 00	93
35400	Herney to Clear Lake	Wis.	A. H. Sanborn	371 00	1 78
25402	Menomonee to Meridan	Wis.	J. B. Colegrove	351 00	1 12
25427	Osceola Mills to Clear Lake	Wis.	do	658 12	3 16
25427	do	Wis.	do		
25437	La Pointe to Bayfield	Wis.	do	170 00	54
27569	Hanover to Waukon	Iowa	P. R. Schnebly	202 92	97
28100	Marble Hill to Sedgwickville	Mo	J. A. Craft	133 00	1 27
28232	Lima to Carrollton	Mo	J. D. Smith	602 42	41
22382	do	Mo	do		
28335	Clinton to Adrian	Mo	J. A. Craft	793 94	1 84
38335	do	Mo	do		
28381	Bolivar to Nevada	Mo	E. Harris	2,500 00	4 32
28381	do	Mo	do		
28381	do	Mo	do		
28381	do		do		
28381	do	Mo	do		
28407	Preston to Linn Creek	Mo	L. B. Wright	140 00	1 34
28473	Poton to Bourbon	Mo	J. D. Smith	460 00	2 21
		Mo			
28480	Mine La Motte to railroad	Mo	R. Ritter	197 00	15
28484	Schall's to Frohna	Mo	P. R. Schnebly	89 00	42

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 7, 11, 18; May 5; June 13, 1885.	Salt Creek	Failure to arrive		
Apr. 17, 1885	On the route	Failure on 9⅓ miles		$1 08
Apr. 21, 23, 25, 1885	do	Failure total		2 70
Apr. 1, 1885	Grass	Failure to supply		3 84
Apr. 13, 27; May 5, 1885	do	do		
Apr. 20, 1885	Delaney's Creek	Failure to arrive and depart		1 20
Apr. 16, 23, 1885	On the route	Failure total		2 92
Apr. 18, 1885	do	do		4 00
Apr. 3, 16, 1885	do	Failure on 10 miles		
Apr. 18; June 4, 1885	do	Failure on 8½ miles		2 07
Apr. 18, 1885	do	Failure on 16½ miles		1 88
June 4, 1885	do	Failure on 17 miles, about		1 88
Apr. 3, 1885	do	Failure half trip		1 09
During second quarter	Alguina	Carrier departs from ½ to ¾ of an hour before schedule time.	$2 00	
June 20, 27, 1885	On the route	Failure to perform service		2 80
Apr. 17, 1885	do	do		2 48
Apr. 18, 21, 1885	do	do		3 40
Apr. 11, 15, 18, 22, 25, 29; May 2, 6, 1885.	Dodgeville	Failure to connect		4 92
Apr. 17, 1885	On the route	Failure to perform service		4 32
Apr. 10, 15, 18, 24, 1885	Stoughton	Failure to connect		
Apr. 2 to 3, 14 to 15, 1885	On the route	Failure to perform trips		5 74
Apr. 15 to 16, 24 to 25, 1885	do	Failure to perform service		8 20
Apr. 10 to 11, 17 to 18, 1885	do	Failure half trips		3 78
Apr. 17 to 18, 1885	do	Failure to perform service	5 00	4 44
During second quarter	Steuben	Repeated failures to supply		
Apr. 17 to 18, 1885	On the route	Failure to perform service		3 08
Apr. 2, 4, 1885	Between De Sota and Lansing.	do		1 64
Apr. 10, 1885	Friendship	Failure to arrive		2 96
Apr. 11, 1885	do	Failure to depart		
Apr. 14, 1885	On the service	Failure on 17 miles		2 31
Apr. 14 to 15, 1885	On the route	Failure to perform 16½ miles		2 61
Apr. 14, 1885	do	Failure on 13½ miles		2 03
Apr. 7, 1885	do	Failure half trip		1 29
During second quarter	do	For performance of circuitous service, saving 7 1⅜ miles on each schedule day.		11 31
Apr. 16, 17; May 8, 1885	do	Failure to perform service		
Apr. 15, 1885	do	Failure on 4¼ miles		
May 7, 1885	Frontonac	Failure to arrive		4 55
May 6, 1885	do	Failure to depart		
do	Maiden Rock	Failure to arrive		
May 7, 1885	do	Failure to depart		
Apr. 3 to 4, 1885	On the route	Failure round trip		2 76
Apr. 1, 7, 1885	do	Failure on 12½ miles of trip		1 72
Apr. 7, 21, 24, 28, 1885	do	Failure to connect		3 52
June 20, 23, 25, 27, 1885	Between Fall City and Meridan.	Failure to perform service		1 84
Apr. 20 to 21, 1885	On the route	do		10 12
Apr. 24 to 25, 1880	do	Failure to perform 23⅓ miles		
Apr. 21, 23, 25, 28, 30, 1885	do	Failure to perform service		5 40
Apr. 1 to June 1, 1885	Between Washington and Waukon.	Failure to perform service on 6⅞ miles.		12 58
June 19, 1885	On the route	Failure to perform service		2 54
Apr. 2, 18, 23, 30; June 20, 25, 27, 1885.	do	do		8 74
June 11, 12, 1885	do	Failure to perform trips		
Apr. 2, 30, 1885	Between Altona and Adrian.	Failure to perform service		5 01
June 3; May 1, 1885	Between Altona and Clinton.	Failure on 18½ miles		
Apr. 22, 24, 1885	Between Bolivar and Montevallo.	Failure round trip		
May 25, 27, 29; June 2, 4, 6, 9, 11, 13, 1885.	Between Bolivar and Stockton.	Failure to perform service		59 71
May 28, 29, 1885	do	Failure on 11 miles		
May 18, 1885	On the route	Failure on 3 miles		
Apr. 23, 1885	do	Failure half trip		
Apr. 29, 30; June 17, 18, 1885	do	Failure on 6 miles		1 00
Apr. 4, 25; May 30; June 17, 20, 27, 1885.	do	do		5 97
May 18 to June 30, 1885	do	Failure to perform half of required service.		23 81
June 20, 1885.	do	Failure to perform trip		1 68

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
28487	Marble Hill to Lulesville	Mo	A. J. Bednell	$182 50	$0 12
28498	Bloomfield to Bloomfield	Mo	R. Ritter	238 00	1 14
28503	Grunville to Piedmont	Mo	J. Head	450 00	71
28503	....do	Mo	....do		
28505	Des Arc to Fredericktown	Mo	H. H. Brewington	338 00	1 62
28518	Centreville to Annapolis	Mo	G. D. Jackson	519 00	82
28518	....do	Mo	....do		
28518	....do	Mo	....do		
28518	....do	Mo	....do		
28519	Centreville to Van Buren	Mo	J. M. Russell	197 50	1 89
28531	West Plains to Gainesville	Mo	H. C. Slavens	424 00	2 03
28534	Houstan to Mountain Grove	Mo	J. A. Craft	255 86	1 22
28537	Waynesville to Crocker	Mo	C. S. Brown	194 00	62
28537	....do	Mo	....do		
28537	....do	Mo	....do		
28537	....do	Mo	....do		
28538	Houstan to Hartville	Mo	J. W. Angel	320 00	1 53
28538	....do	Mo	....do		
28539	Houstan to Lebanon	Mo	E. J. Melton	752 70	1 11
28539	....do	Mo	....do		
28539	....do	Mo	....do		
28539	....do	Mo	....do		
28540	Waynesville to Plato	Mo	J. N. Robinson	259 00	1 24
28543	Stoutland to Waynesville	Mo	W. N. Gibbs	343 00	1 09
28543	....do	Mo	....do		
28548	Mansfield to Hartville	Mo	E. J. Melton	379 48	60
28549	Ava to West Plains	Mo	....do	890 00	2 85
28550	Ava to Yellville	Mo	H. W. Hudson, jr	790 00	3 79
28552	Plato to Hartville	Mo	W. S. Prock	119 00	1 14
28558	Forsyth to Protem	Mo	E. J. Melton	294 00	1 41
28565	Marionville to Clarksville	Mo	....do	2,078 00	6 65
28565	....do	Mo	....do		
28566	Verona to Flat Rock	Mo	J. A. Craft	249 39	1 19
28570	May to Neosho	Mo	....do	75 32	72
28582	Dripping Spring to Fayette	Mo	....do	119 00	1 14
28585	Franklin to Boonville	Mo	R. Ritter	167 00	26
28585	....do	Mo	....do		
28589	Salem to Eminence	Mo	W. F. Hansberger	824 00	2 64
28589	....do	Mo	....do		
28593	Logan Creek to Piedmont	Mo	J. A. Craft	287 00	1 37
28593	....do	Mo	....do		
28596	Houston to Waynesville	Mo	R. D. Gobble	478 82	2 29
28597	Richville to Almartha	Mo	T. J. Hicks	356 00	1 71
28603	Plymouth to Norbourne	Mo	R. Ritter	237 00	1 13
28603	....do	Mo	....do		
28603	....do	Mo	....do		
28603	....do	Mo	....do		
28612	Clayton to Railroad	Mo	E. T. Smith	220 00	17
28613	Clarence to Edina	Mo	E. M. Hardin	604 18	83
28616	Fredericktown to French Mills	Mo	P. R. Schnebly	119 94	1 14
28616	....do	Mo	....do		
28619	Edinburgh to Trenton	Mo	Wm. Ellison	239 99	38
28620	Van Buren to Eminence	Mo	R. Ritter	410 00	1 97
28626	Rosier to Freeman	Mo	J. A. Craft	482 80	76
28643	Fayetteville to Warrensburgh	Mo	Wm. Ellison	299 99	47
28644	Elm to Holden	Mo	F. T. Welch	190 50	60
28644	....do	Mo	....do		
28653	Silex to Elsberry	Mo	J. A. Craft	336 00	1 07
28667	Orla to Fyan	Mo	E. J. Melton	124 00	1 19

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 14, 16, 1885	On the route	Failure to perform service		$1 00
June 13, 1885	do	Failure to perform service on 13 miles.		1 56
June 12, 16, 1885	do	Failure to perform service		3 05
June 17, 1885	do	Failure on 3 miles		
Apr. 3, 7; May 29; June 2, 12, 16, 19, 1885.	do	Failure on 20½ miles		13 28
June 18, 1885	Centreville	Failure to arrive		
do	Annapolis	Failure to depart		
June 12, 16, 1885	On the route	Failure to perform service		
June (13, 17, 27), 1885	do	Failure to perform service on an aggregate distance of 16 miles.		5 48
June 29, 30, 1885	do	Failure to perform service		3 78
Apr. 23, 24, 1885	do	Failure to perform service on 18 miles.		1 78
Apr. 20; May 28, 1885	do	Failure on 16¼ miles		3 05
Apr. 23, 24, 28, 30; May 29, 1885.	do	Failure to perform service		
Apr. 6, 25; June 15, 17, 1885	do	Failure on 6 miles		9 79
May 1, 1885	Waynesville	Failure to arrive		
do	Crocker	Failure to depart		
Apr. 24, 25, 1885	On the route	Failure to perform service on 40 miles.		5 90
June 26, 27, 1885	do	Failure to perform service		
Apr. 24; May 29; June 15, 1885.	do	Failure to perform 3 miles of trip.		
Apr. 3, 4, 1885	do	Failure to perform 36½ miles of trip.		9 90
Apr. 23–25, 1885	do	Failure to perform 25½ miles of trip.		
May 29, 1885	do	Failure to perform 15½ miles of trip.		
Apr. 24, 25; May 29, 30, 1885	do	Failure to perform service		4 96
Apr. 23, 25, 28; June 16, 18, 29, 1885.	do	Failure on 16 miles		9 76
May 29, 1885	do	Failure on 7 miles		
Apr. 23, 2885	do	Failure to perform service		1 20
Apr. 24, 25, 1885	do	do		5 70
Apr. 7, 25, 1885	do	Failure on 51 miles		10 88
Apr. 25; June 27, 1885	do	Failure on 24 miles		3 31
Apr. 3, 24, 28, 1885	do	Failure on 8 miles		2 41
Apr. (23, 24), 1885	do	Failure on 12¾ miles		13 12
May 19, 20. 1885	do	Failure on 18 miles		
Apr. 24, 1885	do	Failure on 10 miles		1 00
Apr. 11, 1885	do	Failure to perform service		1 44
June 20, 1885	do	Failure on 16 miles		1 82
During April	do	Failure to comply with schedule.		2 00
June 26, 1885	do	For delivery of mail to unsworn carrier.		
June 23, 1885	do	Failure on 23 miles		13 32
June 4, 16, 27; May 28, 1885	do	Failure on 25¾ miles		
June 12, 1885	do	Failure to perform service		4 40
June 16, 1885	do	Failure on 14 miles		
Apr. 23, 24; May 28, 29; June 15, 16, 1885.	do	Failure on 51½ miles		12 30
Apr. 24, 27, 1885	do	Failure on 12 miles		2 48
Apr. 22, 1885	do	Failure to perform service		
Apr. 25, 1885	do	Failure on 7 miles		4 98
June 20, 1885	do	Failure on 19½ miles		
During second quarter	do	Failure to perform half of service.		27 50
June 22, 1885	Between Clarence and Novelty.	Failure on 14 miles		1 10
Apr. 3, 1885	On the route	Failure to perform service		
June 12, 1885	do	Failure on 13 miles		4 02
June 22, 23, 1885	do	Failure to perform service		1 52
Apr. 22, 1885	Van Buren	Wet mail	$1 00	
Apr. 2, 1885	On the route	Failure on 13 miles		1 18
Apr. 22, 23, 1885	do	Failure on 7 miles		1 31
Apr. 2, 25. 1885.	do	Failure on 3½ miles		1 15
Apr. 30, 1885	do	Failure on 6 miles		
May 15, 18, 25, 27, 29, 1885	Auburdo	Failure to supply	5 35	
Apr. 27; June 25, 1885	On the route	Failure to perform service		4 76

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
28669	Van Buren to Alton	Mo	H. C. Slavens	$575 50	$2 75
28669	do	Mo	do		
28672	West Fork to Stone	Mo	J. A. Craft	99 00	95
28679	Elk Grove to Hardin	Mo	W. N. Gibbs	832 80	44
28679	do	Mo	do		
28679	do	Mo	do		
28681	Milan to Princeton	Mo	W. F. Hansberger	627 33	2 04
28688	Mexico to New London	Mo	do	773 00	2 47
28688	do	Mo	do		
28688	do	Mo	do		
28690	Elk Lick Springs to Curryville	Mo	J. A. Craft	326 67	20
28690	do	Mo	do		
28698	Brumla to Richland	Mo	H. V. Childress	290 00	1 39
28708	Houston to Cabool	Mo	do	529 99	84
28708	do	Mo	do		
28708	do	Mo	do		
28708	do	Mo	do		
28708	do	Mo	do		
28719	Stockton to Lamar	Mo	H. C. Slavens	1,140 00	1 81
28719	do	Mo	do		
28719	do	Mo	do		
28719	do	Mo	do		
28719	do	Mo	do		
28719	do	Mo	do		
28731	Gainesville to Protem	Mo	J. S. B. Berry	317 00	1 52
28737	Lebanon to Hartville	Mo	W. F. Hansberger	419 00	2 01
28737	do	Mo	do		
28741	Centreville to Edge	Mo	H. V. Childress	87 00	83
28754	Benton to Kelso	Mo	G. L. Anderson	160 00	51
29292	Mount Holly to Magnolia	Ark	B. W. Beedy	431 88	1 38
29292	do	Ark	do		
29294	Tremont to Camden	Ark	A. E. Boone	176 53	1 69
29300	Clarksville to Chadwick	Ark	B. W. Beedy	5,067 78	8 08
29300	do	Ark	do		
29302	Perryville to Conway	Ark	W. F. Hansberger	384 67	1 85
29311	Mountain View to Clinton	Ark	A. E. Boone	196 00	1 88
29312	Yellville to Jasper	Ark	B. W. Beedy	249 00	2 39
29324	Arkadelphia to Valley Springs	Ark	do	484 48	2 32
29324	do	Ark	do		
29324	do	Ark	do		
29324	do	Ark	do		
29328	South Bend to Varner	Ark	J. N. Tinsley	253 00	81
29328	do	Ark	do		
29328	do	Ark	do		
29330	Little Rock to Mount Vernon	Ark	A. E. Boone	747 00	2 39
29330	do	Ark	do		
29336	Rally Hill to Dover	Ark	V. Boreing	1,171 28	3 74
29343	Danville to Spadra	Ark	M. C. Runyon	732 86	1 18
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29343	do	Ark	do		
29345	Murfreesborough to Amity	Ark	D. P. Brown	150 00	1 44
29348	Augusta to Wampoo	Ark	W. F. Hansberger	262 23	2 51
29359	Mineral Springs to Ultima Thule	Ark	V. Boreing	988 00	3 16
29359	do	Ark	do		
29363	Danville to Boonville	Ark	do	538 00	1 72
29365	Lockesburgh to Richmond	Ark	B. W. Beedy	583 00	1 86
29374	Linwood to New Gascony	Ark	W. F. Hansberger	725 36	1 15
29374	do	Ark	do		
29374	do	Ark	do		
29374	do	Ark	do		
29374	do	Ark	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 15, 1885	Alton	Failure to arrive	.....	$2 75
June 16, 1885	....do	Failure to depart		
Jan. 26, 1885	On the route	Failure to perform service	.....	1 90
Apr. 22, 1885	....do	Failure on 2 miles	.....	6 33
June 1, 15, 19, 1885	....do	Failure to perform service		
June 15, 19, 1885	....do	Failure on 20 miles		
June 22, 1885	On the route	Failure on 14½ miles	.....	1 63
Apr. 30, 1885	Mexico	Failure to depart	.....	7 41
May 1, 1885	....do	Failure to arrive		
May 8, 9, 1885	On the route	Failure to perform trip		
May 25, 30, 1885	....do	Failure to perform trips	.....	1 62
Apr. 25, 1885	....do	.....do		
June 16, 17, 1885	....do	Failure to perform service	.....	2 78
Apr. 24; June 17, 26, 1885	Houston	Failure to arrive	$5 00	5 04
Apr. 25; June 16, 25, 1885	....do	Failure to depart		
Apr. 23; June 16, 25, 1885	Cabool	Failure to arrive		
Apr. 24; June 17, 26, 1885	....do	Failure to depart		
During second quarter, 1885	On the route	For frequently permitting the mail to become wet and damaged.		
Apr. 22, 1885	....do	Failure on 30 miles	.....	15 70
Apr. 23, 1885	....do	Failure on 37½ miles		
Apr. 25, 30; May 28, 1885	Lamar	Failure to arrive		
May 1, 29, 1885	....do	Failure to depart		
Apr. 25; May 6, 28, 1885	Stockton	Failure to arrive		
Apr. 25; May 6, 28, 1885	....do	Failure to depart		
Apr. 24, 25, 1885	On the route	Failure to perform service on half trip.	.....	1 52
Apr. 24, 1885	....do	Failure on 24 miles	.....	6 70
June 26, 1885	....do	Failure to perform service		
June 27, 1885	....do	.....do	.....	1 66
Apr. 1 to June 30, 1885	New Hamburg	Failure to supply on return trips.	.....	6 66
May 11, 13, 25, 27, 29; June 1, 3, 5, 29, 1885.	Mount Holly	Failure to arrive and depart	.....	24 84
May 11, 22, 25, 27, 29; June 1, 3, 5, 29, 1885.	Magnolia	.....do		
Mar. 1, 1885	Tremont	.....do	.....	1 69
Apr. 23, 1885	Chadwick	Failure on 31 miles	.....	13 13
Apr. 24, 25, 1885	....do	Failure on 43 miles both ways		
Apr. 24, 1885	Perryville	Failure on 21 miles both ways	.....	2 88
Apr. 24, 1885	Mountain View	Failure to arrive and depart	.....	1 88
Apr. 3, 24, 1885	On the route	Failure total	.....	9 56
Apr. 24, 1885	Arkadelphia	Failure to depart	.....	9 28
Apr. 25, 1885	....do	Failure to arrive		
Mar. 3; Apr. 24; May 26, 1885	Holly Springs	.....do		
Mar. 4; Apr. 25; May 27, 1885	....do	Failure to depart		
May 2, 1885	Varner	Failure on 5 miles	.....	5 26
May 7, 1885	....do	Failure on 10 miles		
May 5, 9, 26, 28, 1885	....do	Failure to arrive and depart		
Apr. 23, 1885	Mount Vernon	Failure on 36 miles	.....	7 96
Apr. 30, 1885	....do	Failure on 34 miles		
Apr. 23, 1885	On the route	Failure on 20 miles	.....	1 94
Apr. 24, 1885	Danville	Failure to depart	.....	11 12
Apr. 25, 1885	....do	Failure to arrive		
Apr. 22, 1885	Shoal Creek	Failure on 10½ miles		
May 22, 1885	....do	Failure on 20½ miles		
Apr. 24, 1885	....do	Failure to arrive and depart		
Apr. 23, 27, 28, 1885	....do	.....do		
Apr. 30, 1885	....do	Failure on 8½ miles		
Apr. 23, 24, 25, 27, 28, 29, 1885	Spadra	Failure to arrive and depart		
May 6, 1885	Amity	Failure on 15 miles both ways	.....	1 60
Apr. 27; May 4, 1885	On the route	Failure total	.....	10 04
Jan. 18, 1884, to June 30, 1885	Between Paraclifta and Norwoodville.	Failure to perfect service both ways on 12 miles.	.....	334 28
Apr. 8, 24, 27, 1885	Mineral Springs	Failure on 8 miles each date		
Apr. 24, 1885	On the route	Failure total	.....	3 44
Apr. 3, 6, 8, 10, 24, 27, 29; May 1, 4, 18, 20, 1885.	Richmond	Failure to arrive and depart	.....	20 46
Apr. 27, 1885	Linwood	Failure on 7 miles	.....	22 54
Apr. 28, 29, 30, 1885	....do	Failure to arrive and depart		
June 1, 2, 4, 5, 6, 7, 8, 9, 1885	....do	Failure on 10 miles		
June 14, 1885	....do	Failure to arrive and depart		
Apr. 28, 29, 30; June 14, 1885	New Gascony	.....do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
29377	Bentonville to Siloam Springs	Ark	G. A. Denham	$913 00	$1 45
29378	Siloam Springs to Dutch Mills	Ark	V. Boreing	439 50	1 40
29379	Lockesburgh to Cove	Ark	do	589 00	2 83
29379	do	Ark	do		
29386	Benton to Whittington	Ark	do	209 69	2 01
29405	Yellowville to Saint Joe	Ark	H. W. Hudson	131 55	1 25
29405	do	Ark	do		
29407	S. W. City to Cherokee City	Ark	W. F. Hansberger	220 00	70
29407	do	Ark	do		
29408	Hot Springs to Still Water	Ark	R. Ritter	780 60	2 50
29419	Rocky Comfort to De Kalb	Ark	C. D. Moore	999 00	1 59
29422	Hindsville to Spring	Ark	C. C. Morse	363 00	1 16
29424	Perryville to Burlington	Ark	J. F. Logan	366 00	1 75
29431	Hamburg to Bastrop	Ark	J. R. Pigg	260 00	2 50
29438	Harrison to Eureka Springs	Ark	John Cross	2,190 00	3 00
31154	San Antonio to Bandera	Tex	M. V. Nichols	1,641 00	2 61
31154	do	Tex	do		
31251	Llano to Mason	Tex	H. C. Buttery	1,360 00	2 16
31251	do	Tex	do		
31251	do	Tex	do		
31322	Mexia to Fairfield	Tex	G. M. Snodgrass	566 00	90
31322	do	Tex	do		
31323	Mexia to Personville	Tex	V. Boreing	282 00	90
31332	Corsicana to Rural Shade	Tex	A. E. Boone	339 26	1 62
31332	do	Tex	do		
31332	do	Tex	do		
31332	do	Tex	do		
31336	Ennis to Bristol	Tex	A. Carroll	155 00	49
31336	do	Tex	do		
31345	Dallas to Lisbon	Tex	A. Cross	134 00	42
31345	do	Tex	do		
31352	McKinney to Denton	Tex	G. M. Snodgrass	546 00	1 75
31352	do	Tex	do		
31352	do	Tex	do		
31357	Terrell to Greenville	Tex	do	446 00	1 42
31357	do	Tex	do		
31359	Terrell to Rockwall	Tex	J. H. Williams	500 00	79
31359	do	Tex	do		
31374	Bonham to Ragsdale	Tex	V. Boreing	598 50	1 91
31376	Honey Grove to Ladonia	Tex	G. M. Snodgrass	396 00	63
31376	do	Tex	do		
31376	do	Tex	do		
31380	Paris to Scott	Tex	do	174 47	83
31385	Paris to Halesburgh	Tex	V. Boreing	615 00	1 97
31386	Paris to Kiomatia	Tex	G. M. Snodgrass	410 12	1 97
31386	do	Tex	do		
31387	Paris to Monkstown	Tex	J. B. Colegrove	340 00	1 63
31387	do	Tex	do		
31387	do	Tex	do		
31392	Sulphur Springs to Cooper	Tex	G. M. Snodgrass	546 00	87
31392	do	Tex	do		
31399	Greenville to Cooper	Tex	do	598 80	1 90
31403	Clarksville to Doaksville	Tex	do	446 00	2 14
31403	do	Tex	do		
31404	Clarksville to Halesville	Tex	do	331 50	1 06
31405	Clarksville to Mount Pleasant	Tex	do	426 20	2 04
31410	Monnt Pleasant to Mount Pleasant	Tex	G. M. Snodgrass (Apr. 2)	419 00	66
31410	do	Tex	G. M. Snodgrass		
31410	do	Tex	do		
31418	Pittsburgh to Coffeeville	Tex	do	317 00	1 01
31431	Queen City to Cusseta	Tex	do	323 12	1 03
31435	Kaufman to Athens	Tex	B. W. Beedy	388 00	2 20
31435	do	Tex	do		
31444	Palestine to Bethel	Tex	A. E. Boone	287 00	1 87
31444	do	Tex	do		
31447	Athens to Fincastle	Tex	G. M. Snodgrass	286 00	91
31464	Henderson to Carthage	Tex	B. Magoffin	560 00	1 79
31471	Longview to Monroe	Tex	B. W. Beedy	238 00	1 14

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 16, 1885	On the route	Failure total		$2 90
Apr. 3, 1885	Dutch Mills	Failure on 21 miles both ways.		2 26
Apr. 23, 1885	Lockesburgh	Failure to arrive and depart		
Apr. 16, 30; May 1, 1885	Cove	Failure on 26 miles each date both ways.		14 60
Apr. 24, 1885	Benton	Failure on 14 miles both ways.		1 75
Apr. 7, June 9, 1885	On the route	Failure total		5 85
May 19, 1885	do	Failure on 9⅜ miles		
Apr. 24, 1885	S. C. City	Failure to arrive and depart		3 50
Apr. 24; June 17, 24, 26, 1885	Cherokee City	do		
Apr. 23, 30, 1885	Still Water	do		5 00
Apr. 6, 23, 24, 25 27, 28, 29, 30; May 1, 2, 4, 25; June 23, 29, 1885.	De Kalb	Failure on 14 miles each date both ways.		31 16
Apr. 23; June 16, 1885	Springdale	Failure on 6 miles each date both ways.		1 54
Apr. 3, 1885	Burlington	Failure on 13 miles both ways.		1 38
do	Bastrop	Failure on 24 miles both ways.		3 33
Apr. 23, 1885	Harrison	Failure on 23 miles both ways.		3 00
Apr. 22, 1885	Bandera	Failure to depart		2 61
Apr. 23, 1885	do	Failure to arrive		
Apr. 22, 1885	Llano	Failure to depart		7 56
May 26, 28, 1885	do	Failure to arrive		
May 26, 27, 1885	Mason	Failure to arrive and depart		
Apr. 6; May 28, 1885	Fairfield	do		2 25
May 28, 1885	Mexia	Failure to arrive		
do	On the route	Failure on 14 miles		1 40
Apr. 6, 10, 24, 27; May 29; June 1, 1885.	Corsicana	Failure to arrive		16 20
Apr. 7, 11, 25, 28; May 30; June 2, 1885.	do	Failure to depart		
Apr. 21, 25, 28; May 30, 1885	Rural Shade	Failure to arrive		
Apr. 20, 24, 27; May 29, 1885	do	Failure to depart		
June 2, 1885	On the route	Failure total	$1 00	2 00
June 30, 1885	Ennis	Wet mail		
Apr. 25, 1885	On the route	Failure on 1 mile		1 38
May 16, 28; June 30, 1885	Lisbon	Failure to arrive and depart		
Apr. 23, 1885	On the route	Failure on 14 miles		2 80
Apr. 25, 1885	do	Failure on 7 miles		
May 26, 1885	do	do		
Apr. 24; May 27, 29, 1885	Terrell	Failure to arrive and depart		7 10
Apr. 23; May 28, 1885	Greenville	do		
Apr. 6; June 26, 1885	On the route	Failure total		3 95
Apr. 22, 1885	Rockwall	Failure to arrive and depart		
Apr. 21; May 20, 1885	Between Ravenna and Ragsdale.	Failure on 27 miles each date		5 89
Apr. 22, 1885	Honey Grove	Failure to depart		1 00
Apr. 23, 1885	do	Failure to arrive		
Apr. 22, 1885	Ladonia	do		
Apr. 6, 1885	On the route	Failure on 13 miles		1 43
May 22, 1885	do	Failure on 16½ miles		2 28
Apr. 23, 1885	do	Failure on 13 miles		3 12
June 14, 1885	do	Failure on 14 miles		
Apr. 22, 1885	do	Failure on 7 miles		3 82
May 22, 1885	do	Failure on 27 miles		
Apr. 24, 1885	Monkstown	Failure to depart		5 65
Apr. 6, 22, 1885	On the route	Failure total		
Apr. 7, 8, 23, 24, 25, 1885	do	Failure on 5 miles each date		3 80
Apr. 22, 1885	do	Failure total		
Apr. 6, 1885	Clarksville	Failure to arrive and depart		17 12
Apr. 7, 24, 28; May 1; June 9, 23, 30, 1885.	Doaksville	do		
Apr. 23, 1885	On the route	Failure total		2 12
Apr. 7, 17, 21, 24, 28, 1885	do	Failure on 18 miles		10 49
Apr. 13, 22, 1885	Mount Pleasant	Failure to arrive		2 64
Apr. 13, 23, 1885	do	Failure to depart		
Apr. 6, 23, 1885	Mount Vernon	Failure to arrive and depart		
Apr. 6, 1885	On the route	Failure total		2 02
Apr. 7, 1885	Cusseta	Failure to arrive and depart		1 03
Apr. 7; May 28, 1885	Kaufman	Failure to arrive		4 40
Apr. 8; May 29, 1885	do	Failure to depart		
Apr. 13, 16, 23; May 7, 28, 1885	Palestine	Failure to arrive and depart		9 59
Apr. 6, 23, 1885	Bethel	do		
Apr. 6, 11, 1885	Athens	do		1 82
Apr. 23, 1885	Carthage	do		1 79
May 6, 1885	Monroe	do		1 14

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31472	Marshall to Carthage	Tex	B. Magoffin	$1,120 00	$1 78
31472	do	Tex	do		
31472	do	Tex	do		
31474	Carthage to Center	Tex	J. L. Cleveland	1,185 00	1 88
31474	do	Tex	do		
31474	do	Tex	do		
31474	do	Tex	do		
31474	do	Tex	do		
31475	Carthage to Sugar Hill	Tex	P. R. Schnebly	226 40	1 08
31480	Center to East Hamilton	Tex	B. Magoffin	570 00	1 82
31480	do	Tex	do		
31482	Crockett to Centreville	Tex	B. W. Beedy	719 00	2 30
31482	do	Tex	do		
31482	do	Tex	do		
31484	Crockett to Daly's	Tex	J. T. Cook	168 00	80
31484	do	Tex	do		
31488	Nacodoches to Douglass	Tex	V. Boreing	244 50	78
31490	Nacadoches to San Augustine	Tex	S. G. Cabell	1,171 00	1 86
31490	do	Tex	do		
31490	do	Tex	do		
31491	Nacodoches to Wonders	Tex	V. Boreing	197 00	94
31491	do	Tex	do		
31492	San Augustine to Boren's Mills	Tex	C. C. Johnson	77 00	74
31493	San Augustine to East Hamilton	Tex	V. Boreing	317 00	1 01
31493	do	Tex	do		
31494	San Augustine to Hemphill	Tex	W. H. Horn	974 65	1 55
31495	Homer to Cheesland	Tex	G. M. Snodgrass	792 00	1 26
31498	Lovelady to Centralla	Tex	do	891 00	1 42
31498	do	Tex	do		
31498	do	Tex	do		
31498	do	Tex	do		
31501	Mayhard to New Waverly	Tex	B. W. Beedy	238 50	76
31505	Livingston to Dallardsville	Tex	V. Boreing	247 00	2 37
31509	Rockland to Boon's Ferry	Tex	B. W. Beedy	130 50	62
31513	Jasper to Hemphill	Tex	do	458 00	2 20
31513	do	Tex	do		
31518	Orange to Burkeville	Tex	do	1,493 00	4 78
31519	Burkeville to Fairmont	Tex	V. Boreing	169 00	1 62
31527	Beaumont to Cairo	Tex	do	797 00	2 55
31529	Beaumont to Taylor's Bayou	Tex	G. D. Jackson	249 00	1 19
31538	Gainesville to Decatur	Tex	B. W. Beedy	684 00	2 19
31538	do	Tex	do		
31538	do	Tex	do		
31538	do	Tex	do		
31540	Gainesville to Montague	Tex	J. R. Smith	1,199 85	1 90
31540	do	Tex	do		
31540	do	Tex	do		
31541	Gainesville to Pilot Point	Tex	V. Boreing	209 00	1 00
31541	do	Tex	do		
31543	Montague to Newport	Tex	G. M. Snodgrass	726 00	1 15
31543	do	Tex	do		
31543	do	Tex	do		
31543	do	Tex	do		
31543	do	Tex	do		
31544	Montague to Spanish Fort	Tex	do	571 00	1 83
31544	do	Tex	do		
31544	do	Tex	do		
31544	do	Tex	do		
31544	do	Tex	do		
31544	do	Tex	do		
31544	do	Tex	do		
31545	Saint Joe to Forestburgh	Tex	J. F. Aldridge	187 20	59
31546	Henrietta to Benvanne	Tex	J. J. Cochran	347 00	1 66
31546	do	Tex	do		
31546	do	Tex	do		
31546	do	Tex	do		
31548	Henrietta to Jacksonborough	Tex	V. Boreing	601 72	1 58
31548	do	Tex	do		
31548	do	Tex	do		
31548	do	Tex	do		
31548	do	Tex	do		
31548	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 23, 1885	On the route	Failure on 31 miles		
Apr. 24, 1885	do	Failure on 27 miles	.....	$9 23
Apr. 25, 1885	do	Failure on 25 miles		
Apr. 23, 1885	do	Failure on 18 miles		
Apr. 24, 1885	do	Failure on 7 miles		
Apr. 25, 1885	do	Failure on 20 miles	.....	7 11
Apr. 27, 1885	do	Failure on 7 miles		
May 28, 1885	do	Failure on 1 mile		
May 29, 1885	do	Failure on 10 miles	.....	1 35
Apr. 24, 1885	do	Failure total	.....	5 29
May 20, 1885	do	Failure on 12½ miles		
Apr. 22, 24, 1885	Centreville	Failure to arrive		
Apr. 23, 25, 1885	do	Failure to depart	.....	36 80
May 11, 13, 15, 18, 20; June 3, 5, 8, 10, 12, 15, 17, 19, 1885.	On the route	Failure on 21 miles each date		
Apr. 7, 1885	Crockett	Failure to arrive and depart	.....	2 40
Apr. 7, 24, 1885	Daly's	do		
Apr. 25, 1885	On the route	Failure total	.....	1 07
do	do	Failure on 6 miles		
Apr. 23, 1885	Nacodoches	Failure to arrive	.....	3 10
do	do	Failure on 15 miles		
Apr. 7, 1885	do	Failure to arrive	.....	1 41
do	Wonders	Failure to depart		
Apr. 24, 1885	On the route	Failure on 14 miles	.....	1 09
Apr. 23, 1885	do	Failure on 14½ miles		
During second quarter, 1885	Patroon and Sexton.	Supplied one way only, alternately.	.....	11 29
Apr. 23, 24, 1885	On the route	Failure on 20 miles each date	.....	5 22
Apr. 23, 1885	do	Failure total	.....	2 52
Apr. 7, 23, 1885	do	Failure on 22½ miles		
Apr. 24, 1885	do	Failure on 11 miles	.....	11 46
May 21, 26, 27, 28, 1885	Centralia	Failure to arrive		
May 21, 26, 27, 29, 1885	do	Failure to depart		
Apr. 23, 1885	On the route	Failure total	.....	1 52
Apr. 24, 1885	do	Failure on 24 miles	.....	3 79
Apr. 24; May 19, 1885	do	Failure total	.....	2 48
May 25, 1885	do	do	.....	7 08
June 8, 1885	do	Failure on 22 miles		
Apr. 7, 1885	Burkeville	Failure to arrive	.....	2 39
Apr. 23, 1885	On the route	Failure on 22½ miles	.....	2 91
Apr. 24, 1885	do	Failure on 29 miles	.....	3 79
May 19, 1885	do	Failure total	.....	2 38
Apr. 6, 1885	do	Failure on 18 miles		
Apr. 23, 1885	do	Failure on 30 miles	.....	9 32
May 25, 1885	do	Failure on 18 miles		
June 25, 1885	Decatur	Failure to arrive and depart		
Apr. 22, 1885	On the route	Failure total	.....	6 65
June 22, 1885	Gainesville	Failure to arrive and depart		
Jan. 23, 1885	Montague	do		
Jan. 16, 1885	On the route	Failure total	.....	3 00
June 22, 1885	Gainesville	Failure to arrive and depart		
Apr. 22, 1885	On the route	Failure on 18 miles		
May 28, 1885	do	Failure on 8 miles		
June 17, 1885	do	Failure on 6 miles	$1 00	5 22
June 23, 25, 1885	do	Failure on 9 miles		
June 18, 1885	Newport	Mail arrived wet		
Apr. 22, 1885	On the route	Failure total		
June 9, 1885	do	Failure on 17 miles		
June 11, 1885	do	Failure on 23 miles	.....	15 30
June 16, 1885	do	Failure on 17 miles		
June 22, 1885	do	Failure on 31 miles		
June 25, 1885	do	Failure on 17 miles		
Apr. 22; June 22, 1885	do	Failure on 6 miles each date	.....	1 01
June 16, 1885	do	Failure on 13 miles		
June 23, 27, 1885	Henrietta	Failure to arrive	.....	10 02
June 23, 30, 1885	do	Failure to depart		
Apr. 25; June 23, 30, 1885	Benvanue	Failure to arrive and depart		
Apr. 21; June 27, 30, 1885	Between Henrietta and Post Oak.	Failure total		
May 28, 1885	do	Failure on 12 miles		
June 25, 1885	do	Failure on 15 miles		
Apr. 24, 1885	Between Post Oak and Jacksborough.	Failure on 5¼ miles	.....	17 20
May 28, 1885	do	Failure on 7¼ miles		
June 19, 1885	do	Failure on 9¼ miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annnual compensation.	Half trip.
	STAR SERVICE—continued.				
31556	Mobeetie to Fort Bascom	Tex	G. M. Snodgrass	$8,300 00	$26 60
31556	do	Tex	do		
31556	do	Tex	do		
31556	do	Tex	do		
31561	Fort Griffin to Seymour	Tex	B. Magoffin	2,400 00	3 82
31561	do	Tex	do		
31561	do	Tex	do		
31563	Graham to Archer	Tex	V. Boreing	433 00	2 08
31563	do	Tex	do		
31564	Graham to Murray	Tex	T. C. James	166 83	1 60
31565	Graham to Throckmorton	Tex	V. Boreing	576 62	62
31565	do	Tex	do		
31565	do	Tex	do		
31565	do	Tex	do		
31565	do	Tex	do		
31572	Decatur to Chico	Tex	G. M. Snodgrass	495 00	79
31573	Decatur to Jacksborough	Tex	V. Boreing	640 50	2 05
31573	do	Tex	do		
31574	Decatur to Montague	Tex	G. M. Snodgrass	561 00	1 79
31576	Valley View to Era	Tex	V. Boreing	83 00	39
31578	Denton to Gainesville	Tex	G. M. Snodgrass	546 00	1 75
31578	do	Tex	do		
31578	do	Tex	do		
31578	do	Tex	do		
31581	Mineral Wells to Millsop	Tex	V. Boreing	224 00	35
31581	do	Tex	do		
31581	do	Tex	do		
31581	do	Tex	do		
31581	do	Tex	do		
31581	do	Tex	do		
31582	Weatherford to Decatur	Tex	do	953 09	1 25 89
31582	do	Tex	do		
31583	Weatherford to Graham	Tex	G. M. Snodgrass	1,946 00	3 10
31583	do	Tex	do		
31583	do	Tex	do		
31583	do	Tex	do		
31583	do	Tex	do		
31585	Weatherford to Jacksborough	Tex	B. W. Beedy	1,443 00	2 29
31585	do	Tex	do		
31585	do	Tex	do		
31586	Weatherford to Stephenville	Tex	M. V. Nichols	1,020 00	3 26
31586	do	Tex	do		
31586	do	Tex	do		
31586	do	Tex	do		
31586	do	Tex	do		
31586	do	Tex	do		
31589	Springtown to Willow Point	Tex	B. W. Beedy	361 36	1 73
31597	Cleburne to Glen Rock	Tex	J. L. McLean	324 00	1 55
31603	Hillsborough to Whitney	Tex	N. H. Harvick	300 00	47
31603	do	Tex	do		
31603	do	Tex	do		
31607	Morgan to Glen Rock	Tex	V. Boreing	517 00	82
31607	do	Tex	do		
31607	do	Tex	do		
31607	do	Tex	do		
31610	Glen Rose to Stephenville	Tex	G. M. Snodgrass	3 91	1 85
31611	Hico to Duffau	Tex	A. E. Boone	2 49	39
31611	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 9; May 21, 1885	Mobeetie	Failure to arrive		
Apr. 10; May 22, 1885	do	Failure to depart	.....	$146 30
May 14, 19, 26, 1885	Fort Bascom	Failure to arrive		
May 15, 20, 27, 1885	do	Failure to depart		
Apr. 22, 23, 1885	Fort Griffin	Failure to arrive and depart		
Apr. 21, 22, 23; May 26, 28; June 9, 17, 24, 1885.	Seymour	Failure to arrive	.....	38 20
Apr. 21, 22, 23; May 26, 28; June 10, 18, 23, 1885.	do	Failure to depart		
Apr. 2; June 25, 1885	On the route	Failure total	.....	9 36
Apr. 23, 1885	do	Failure on 9 miles		
Apr. 25; May 23, 30; June 27, 1885.	do	Failure on 15 miles each date	.....	7 68
Apr. 22, 23, 1885	Between Graham and Belknap.	Failure on 2 miles		
June 23, 24, 1885	do	Failure on 1 mile		
Apr. 21, 1885	Between Belknap and Throckmorton.	Failure on 25 miles	.....	21 36
May 19, 26; June 2, 23, 1885	do	Failure on 26 miles		
June 9, 16, 1885	do	Failure on 18 miles		
Apr. 22, 23, 24, 25, 1885	On the route	Failure total	.....	6 32
Apr. 22, 24, 1885	do	Failure on 30 miles	.....	10 93
June 24, 1885	do	Failure total		
Apr. 22, 1885	do	Failure on 24½ miles	.....	2 64
May 25; June 22, 1885	do	Failure total	.....	1 56
Apr. 6, 23; May 21, 26; June 13, 20, 23, 27, 1885.	Denton	Failure to arrive		
Apr. 7, 22; May 20, 25; June 12, 18, 22, 26, 1885.	do	Failure to depart	.....	26 25
Apr. 22; May 20, 25; June 12, 19, 22, 26, 1885.	Gainesville	Failure to arrive		
Apr. 23; May 21, 26; June 13, 20, 23, 27, 1885.	do	Failure to depart		
Apr. 22, 1885	On the route	Failure total		
May 26, 1885	do	Failure on 1 mile		
June 23, 25, 1885	Mineral Wells	Failure to arrive	.....	2 35
June 22, 23, 25, 1885	do	Failure to depart		
June 22, 25, 1885	Millsop	Failure to arrive		
June 23, 25, 1885	do	Failure to depart		
Apr. 22, 24, 27, 1885	Between Decatur and Springtown.	Failure on 8¼ miles	.....	4 25
June 22, 1885	On the route	Failure on 18¼ miles		
May 28, 1885	do	Failure on 57 miles		
Apr. 22; June 23, 1885	Weatherford	Failure to arrive		
Apr. 23, 1885	do	Failure to depart	.....	19 93
Apr. 21, 22; June 23, 1885	Graham	Failure to arrive		
Apr. 22, 23; June 24, 1885	do	Failure to depart		
June 24, 1885	Weatherford	Failure to arrive		
June 23, 1885	Jacksborough	do	.....	3 43
June 24, 1885	do	Failure to depart		
Apr. 22, 1885	On the route	Failure on 20 miles		
May 28, 1885	do	Failure total		
June 25, 1885	Stephenville	Failure to arrive	$15 00	11 85
June 26, 1885	do	Failure to depart		
June 15 to Apr. 18, 1885	Morgan's Mill and Bluff Dale.	Supplied only one way		
May 23 to 25, 1885	On the route	Failure round trip one	.....	3 46
Apr. 24, 28; May 1, 22, 26, 29; June 2, 5, 19, 23, 26, 1885.	do	Failure on 4 miles each date	.....	5 68
Apr. 23, 1885	do	Failure on 5½ miles		
May 27, 1885	do	Failure on 9½ miles	.....	1 48
May 28, 1885	do	Failure on 5½ miles		
Apr. 6, 21, 23; May 20, 25, 26, 27, 28, 29, 1885.	Morgan	Failure to arrive	.....	.....
Apr. 6, 22; May 20, 25, 26, 27, 28, 29, 1885.	Morgan	Failure to depart		
Apr. 6, 20, 22, 29; May 20, 25, 26, 27, 28, 29; June 25, 1885.	Glen Rose	Failure to arrive	.....	15 99
Apr. 6, 21, 23, 30; May 20, 25, 26, 27, 28, 29; June 25, 1885.	do	Failure to depart		
May 26, 29, 1885	On the route	Failure total	.....	7 48
Apr. 22, 1885	do	do	.....	1 00
May 27, 1885	Duffau	Failure to arrive		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31612	Hico to Hamilton	Tex	Messer & Horton	$5 98	$0 95
31612	....do	Tex	....do		
31612	....do	Tex	....do		
31612	....do	Tex	....do		
31613	Carlton to Hazel Dell	Tex	G. M. Snodgrass	286 98	91
31617	Stephenville to Granbury	Tex	....do	517 00	1 65
31617	....do	Tex	....do		
31621	Valley Mills to Cranfill's Gap	Tex	B. W. Beedy	248 56	1 19
31623	Crawford to Gatesville	Tex	V. Boreing	347 38	1 22
31623	....do	Tex	....do	347 38	1 11
31624	Waco to Golindo	Tex	....do	217 00	69
31627	Valley Mills to Womac	Tex	.... do	178 92	86
31627	....do	Tex	....do		
31628	Meridian to Gatesville	Tex	....do	693 00	2 22
31628	....do	Tex	....do		
31628	....do	Tex	....do		
31628	....do	Tex	.... do		
31630	Gatesville to Hamilton	Tex	Messer & Horton	994 00	1 58
31630	....do	Tex	....do		
31631	Gatesville to Coperas Cove	Tex	G. M. Snodgrass	325 68	1 56
31632	Gatesville to Star	Tex	B. Magoffin	402 97	1 93
31632	....do	Tex	....do		
31632	....do	Tex	....do		
31632	....do	Tex	.... do		
31633	Hamilton to Centre City	Tex	V. Boreing	552 00	1 76
31635	Comanche to Hazel Dell	Tex	....do	97 00	93
31637	Comanche to Bibb	Tex	J. M. Childress	177 70	56
31637	....do	Tex	....do		
31638	Lampasas to Centre City	Tex	J. D Jackson	383 00	1 84
31640	Cisco to Breckenridge	Tex	W. F. Hansberger	1,204 67	1 91
31640	....do	Tex	....do		
31643	Breckenridge to Caddo	Tex	B. Magoffin	229 00	73
31644	Breckenridge to Eolian	Tex	C. D. Jackson	160 00	76
31645	Breckenridge to Graham	Tex	T. P. James	547 00	2 62
31645	....do	Tex	....do		
31647	Baird to Belle Plain	Tex	L. O. Oliver	265 00	42
31647	....do	Tex	....do		
31647	....do	Tex	....do		
31647	....do	Tex	....do		
31647	....do	Tex	....do		
31649	Belle Plain to Coleman	Tex	G. M. Snodgrass	1,117 00	1 77
31649	....do	Tex	....do		
31649	....do	Tex	....do		
31649	....do	Tex	....do		
31652	Brownwood to Cross Cut	Tex	....do	338 21	1 62
31652	....do	Tex	....do		
31652	....do	Tex	....do		
31653	Brownwood to Coleman	Tex	B. Magoffin	580 00	1 85
31653	....do	Tex	....do		
31653	....do	Tex	....do		
31653	....do	Tex	....do		
31653	....do	Tex	....do		
31654	Brownwood to Comanche	Tex	J. D. Bonner	500 00	1 60
31655	Brownwood to Milburn	Tex	B. W. Beedy	393 00	1 88
31655	....do	Tex	....do		
31655	....do	Tex	....do		
31655	....do	Tex	....do		
31656	Brownwood to Senterfit	Tex	J. B. Colegrove	1,910 00	3 04
31656	....do	Tex	....do		
31660	Coleman to Trickam	Tex	P. R. Schnebly	273 00	1 31
31663	Anson to Newman	Tex	A. E. Boone	407 66	1 96
31665	Abilene to Phantom Hill	Tex	B. Magoffin	260 00	83
31665	....do	Tex	....do		
31676	Coleman to Waldrip	Tex	B. W. Beedy	333 00	1 60
31676	....do	Tex	....do		
31676	....do	Tex	....do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 28, 30, 1885	Hico	Failure to arrive		
May 27, 28, 30, 1885	do	Failure to depart		
May 27, 28, 30, 1885	Hamilton	Failure to arrive	.....	$4 57
May 28, 30, 1885	do	Failure to depart		
May 28; June 25, 1885	On the route	Failure on 6¼ miles each date	.....	1 31
Apr. 6; May 25, 1885	Stephenville	Failure to arrive and depart	.....	8 25
May 26, 28; June 25, 1885	Granbury	do		
May 29, 1885	Valley Mills	do	.....	1 19
May 8, 1885	.....	.....	.....	.....
Apr. 22; May 8, 27, 29, 1885	Gatesville	Failure to arrive and depart	.....	4 44
May 28, 1885	On the route	Failure total	.....	1 38
May 26, 1885	do	Failure on 1 mile	.....	1 83
May 29, 1885	do	Failure total		
Apr. 23; May 21, 26, 30; June 16, 1885.	Meridian	Failure to arrive		
Apr. 22; May 20, 27, 29; June 15, 1885.	do	Failure to depart		
Apr. 22; May 18, 20, 22, 25, 27, 29, 1885.	Gatesville	Failure to arrive	.....	28 86
Apr. 23; May 19, 21, 23, 26, 28, 30, 1885.	do	Failure to depart		
Apr. 22, 1885	do	Failure to arrive and depart	.....	10 18
May 27, 28, 30; June 1. 1885	Hamilton	do		
May 25, 1885	Gatesville	do	.....	1 56
May 26; June 29, 1885	do	Failure to arrive		
May 29, 1885	do	Failure to depart		
May 29, 1885	Star	Failure to arrive	.....	4 82
May 30, 1885	do	Failure to depart		
May 25, 1885	On the route	Failure on 11 miles	.....	1 13
May 29, 1885	do	Failure on 12 miles	.....	1 31
Apr. 22, 1885	do	Failure on 4½ miles	.....	1 00
May 27, 1885	Bibb	Failure to arrive and depart		
May 25, 1885	On the route	Failure total	.....	3 68
Apr. 21, 1885	do	Failure on 16 miles	.....	5 56
May 28, 1885	do	Failure total		
Apr. 22; May 27, 1885	do	do	.....	2 92
May 26, 1885	do	do	.....	1 52
Apr. 24, 27; May 18, 22, 29; June 1, 19, 26, 1885.	do	Failure on 21 miles	.....	21 59
May 25, 1885	do	Failure on 1 mile		
Apr. 22; May 27, 28, 1885	Baird	Failure to arrive		
Apr. 22; May 29, 1885	do	Failure to depart		
do	Belle Plain	Failure to arrive	$1 00	2 10
Apr. 22; May 27, 28, 1885	do	Failure to depart		
May 29, 1885	Baird	Mail delivered wet		
Apr. 22; May 25, 27, 28, 1885	Belle Plain	Failure to arrive		
Apr. 22; May 25, 29, 1885	do	Failure to depart	.....	9 73
Apr. 21; May 28, 1885	Coleman	Failure to arrive		
Apr. 22; May 28, 1885	do	Failure to depart		
May 28; June 25, 1885	Brownwood	Failure to arrive and depart		
May 26; June 25, 1885	Cross Cut	do	.....	6 99
June 4, 1885	On the route	Failure on 4 miles		
May 28, 30; June 11, 13, 1885	Brownwood	Failure to arrive		
May 29; June 12, 1885	do	Failure to depart		
May 27, 29; June 10, 1885	Coleman	Failure to arrive	1 50	11 10
May 28, 30; June 11, 1885	do	Failure to depart		
Apr. 22, 23, 1885	Camp Colorado	Failure to supply		
May 11, 1885	On the route	Failure total	.....	3 20
June 16, 20, 30, 1885	Brownwood	Failure to arrive		
June 22, 1885	do	Failure to depart		
May 18, 25, 29; June 12, 22, 29, 1885.	Milburn	Failure to arrive	.....	15 04
May 19, 26, 30; June 13, 23, 30, 1885.	do	Failure to depart		
Apr. 7; May 28, 29, 1885	Brownwood	Failure to arrive	.....	9 12
Apr. 6; May 27, 29, 1885	do	Failure to depart		
Apr. 7, 1885	Coleman	Failure to arrive and depart	.....	1 31
May 27, 1885	Between Truly and Newman.	Failure on 20 miles	.....	2 63
May 30, 1885	Abilene	Failure to arrive	.....	1 24
May 20, 1885	Phantom Hill	Failure to arrive and depart		
Apr. 24; May 25, 29; June 12, 29, 1885.	On the route	Failure total	.....	17 60
June 1, 1885	Coleman	Failure to arrive		
June 2, 1885	do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31677	Comanche to De Leon	Tex	B. W. Beedy	$439 00	$0 70
31677	do	Tex	do		
31677	do	Tex	do		
31677	do	Tex	do		
31680	Dawson to Spring Hill	Tex	H. F. Dunson	126 00	20
31684	Hillsborough to Waxahachie	Tex	W. B. Catching	1,250 00	1 98
31684	do	Tex	do		
31684	do	Tex	do		
31684	do	Tex	do		
31684	do	Tex	do		
31684	do	Tex	do		
31691	Vernon to Doan's	Tex	do	352 50	1 12
31691	do	Tex	do		
31692	Waco to China Spring	Tex	J. T. Jackson	460 00	73
31692	do	Tex	do		
31692	do	Tex	do		
31692	do	Tex	do		
31693	Whitney to Derden	Tex	W. B. Catching	191 00	91
31700	Georgetown to Corn Hill	Tex	do	438 00	69
31700	do	Tex	do		
31700	do	Tex	do		
31700	do	Tex	do		
31706	Waxahachie to Auburn	Tex	George D. Jackson	261 00	83
31706	do	Tex	do		
31709	Cotulla to Carrizo Springs	Tex	do	1,057 50	3 48
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31718	Dallas to Ka	Tex	V. Boreing	208 00	1 00
31718	do	Tex	do		
31731	Uvalda to Muela	Tex	do	394 00	1 89
31731	do	Tex	do		
31734	Palo Pinto to Gordon	Tex	H. Tisedale	540 00	86
31734	do	Tex	do		
31737	Bonham to Wolfe City	Tex	do	330 00	1 58
31739	Carthage to Caledonia	Tex	G. D. Jackson	177 00	1 70
31739	do	Tex	do		
31744	Krohne to Merle	Tex	do	148 00	71
31744	do	Tex	do		
32101	Vinita to Pineville	Ind. T.	M. A. Thompson	680 00	3 26
32101	do	Ind. T.	do		
32101	do	Ind. T.	do		
32106	Tahlequah to Cincinnati	Ind. T.	G. W. Key	450 00	4 32
32106	do	Ind. T.	do		
32106	do	Ind. T.	do		
32106	do	Ind. T.	do		
32108	Fort Gibson to Evansville	Ind. T.	T. J. Shannon	1,440 00	2 29
32109	Fort Smith to Muscogee	Ind. T.	W. A. Stoddard	2,720 00	4 34
32110	Fort Smith to McAllister	Ind. T.	H. C. Slavens	1,767 66	94
32110	do	Ind. T.	do		5 65
32110	do	Ind. T.	do		
32110	do	Ind. T.	do		
32110	do	Ind. T.	do		
32110	do	Ind. T.	do		
32110	do	Ind. T.	do		
32111	San Bois to Eufaula	Ind. T.	J. B. Nedry	470 45	2 25
32111	do	Ind. T.	do		
32111	do	Ind. T	do		
32112	Oak Lodge to Hartford	Ind. T.	J. Cross	350 00	1 68
32112	do	Ind. T.	do		
32112	do	Ind. T.	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 27, 1885	On the route	Failure on 10 miles		
May 28, 1885	Comanche	Failure to arrive		
May 29, 1885	do	Failure to depart	.....	$2 27
May 28, 1885	De Leon	Failure to arrive and depart		
Apr. 6; May 25, 28, 1885	On the route	Failure total	.....	1 20
Apr. 6, 22; May 27, 1885	Hillsborough	Failure to arrive		
Apr. 6, 23; May 27, 1885	do	Failure to depart		
May 25, 1885	Waxahachie	Failure to arrive and depart		
May 26, 1885	do	Failure on 8 miles	.....	11 66
do	do	Failure on 22 miles		
May 29, 1885	do	Failure on 8 miles		
Apr. 25; May 19, 21, 23; June 11, 18, 1885.	Vernon	Failure to arrive and depart		
Apr. 25; May 19, 21; June 11, 18, 30, 1885.	Doan's	do	.....	17 92
Apr. 22, 1885	On the route	Failure on 10 miles		
May 25, 1885	do	Failure on 6 miles		
May 28, 1885	do	Failure total	.....	4 71
May 29, 1885	do	do		
Apr. 6, 1885	do	do	.....	1 82
Apr. 22, 23, 24, 25, 1885	Georgetown	Failure to arrive and depart		
Apr. 22, 23, 25, 1885	Corn Hill	Failure to arrive		
Apr. 22, 25, 1885	do	Failure to depart	.....	5 69
May 26, 27, 1885	do	Failure on 5½ miles		
Apr. 23, 25; May 26; June 23, 25, 1885.	On the route	Failure on 7 miles		
May 28, 1885	do	Failure total	.....	5 07
May 1, 1885	do	Failure on 28 miles		
May 4, 1885	do	Failure on 39 miles		
May 16, 1885	do	Failure on 14 miles		
May 18, 1885	do	do		
May 20, 1885	do	do	.....	25 25
May 22, 29, 1885	Cotulla	Failure to arrive		
May 28, 30, 1885	Carrizo Springs	do		
May 29, 1885	do	Failure to depart		
May 29; June 26, 29, 1885	Dallas	Failure to arrive and depart		
Apr. 24; May 29; June 26, 29, 1885.	Ka	do	.....	7 00
May 1, 8; June 1, 1885	Muela	Failure to arrive		
May 2, 9; June 2, 1885	do	Failure to depart	.....	5 67
Apr. 6; May 19, 28; June 25, 1885.	On the route	Failure on 13 miles each date		
May 27, 1885	do	Failure total	.....	7 68
Apr. 23, 1885	do	Failure on 17 miles	.....	2 68
Apr. 24, 1885	Carthage	Failure to arrive		
Apr. 25, 1885	do	Failure to depart	.....	1 70
Apr. 7; May 26, 1885	On the route	Failure total		
May 16, 1885	Merle	Failure to arrive and depart	.....	3 55
Apr. 24, 1885	Vinita	Failure to arrive		
Apr. 21, 1885	do	Failure to depart	.....	6 52
Apr. 22, 1885	Pineville	Failure to arrive and depart		
May 30; June 19, 1885	Tahlequah	Failure to arrive		
May 29; June 20, 1885	do	Failure to depart		
Apr. 3, 24; May 29; June 19, 1885.	Cincinnati	Failure to arrive	.....	25 92
Apr. 4, 25; May 30; June 20, 1885.	do	Failure to depart		
Apr. 2, 3, 4, 22, 23, 24, 25; June 16, 17, 18, 1885.	Between Tahlequah and Evansville.	Failure on 8½ trips	.....	24 48
Apr. 22, 1885	Muscogee	Failure to arrive and depart	.....	4 34
do	Oak Lodge	Failure to arrive		
Apr. 23, 1885	do	Failure to depart		
Apr. 24; May 12, 22; June 30, 1885.	McAllister	Failure to arrive and depart		
Apr. 28, 1885	On the route	Failure on 26 miles	.....	49 32
May 1, 26, 1885	do	Failure on 24 miles		
June 9, 23, 1885	do	Failure on 34 miles		
June 16, 1885	do	Failure on 37 miles		
Apr. 18, 22, 1885	Eufaula	Failure to arrive and depart		
Apr. 25; May 23, 1885	On the route	Failure on 5 miles each way	.....	8 76
May 27, 1885	do	Failure on 26 miles each way		
Apr. 24; May 19; June 26, 1885.	Hartford	Failure to arrive		
Apr. 25; May 20; June 27, 1885.	do	Failure to depart	.....	5 88
May 15, 1885	On the route	Failure on 3 miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
32113	Atoka to Ultima Thule	Ind. T.	J. Cross	$1,645 00	$7 90
32113	do	Ind. T.	do		
32113	do	Ind. T.	do		
32113	do	Ind. T.	do		
32115	Pawhuska to Coffeyville	Ind. T.	J. D. Emerson	1,565 03	5 04
32115	do	Ind. T.	do		
32115	do	Ind. T.	do		
32116	Skiatook to Tulsa	Ind. T.	J. B. Colegrove	346 80	1 66
32116	do	Ind. T.	do		
32118	Muscogee to Okmulgee	Ind. T.	W. A. Stoddard	1,496 00	2 38
32118	do	Ind. T.	do		
32118	do	Ind. T.	do		
32118	do	Ind. T.	do		
32119	Sac and Fox Agency to Econtuchka	Ind. T.	J. B. Colegrove	669 13	2 14
32119	do	Ind. T.	do		
32120	Wetumka to Paul's Valley	Ind. T.	S. P. Wheeler	1,579 83	7 58
32120	do	Ind. T.	M. A. Thompson	1,048 69	5 42
32120	do	Ind. T.	do		
32120	do	Ind. T.	do		
32121	Atoka to Johnson	Ind. T.	H. C. Slavens	1,043 90	5 01
32121	do	Ind. T.	do		
32121	do	Ind. T.	do		
32121	do	Ind. T.	do		
32125	Tishomingo to Gainsville	Ind. T.	J. B. Colegrove	401 66	3 85
32127	Arkansas City to Pawhuska	Ind. T.	M. A. Thompson	970 00	3 18
32127	do	Ind. T.	do		
32127	do	Ind. T.	do		
32127	do	Ind. T.	do		
32128	Arkansas City to Sac and Fox Agency	Ind. T.	A. E. Boone	2,788 00	8 93
32128	do	Ind. T.	do		
32129	Caldwell to Fort Sill	Ind. T.	J. R. Miner	8,900 00	14 20
32130	Darlington to Cantonment	Ind. T.	do	890 00	2 85
32130	do	Ind. T.	do		
32130	do	Ind. T.	do		
32130	do	Ind. T.	do		
33105	Atchison to Easton	Kans.	M. B. Cheney	366 00	1 17
33109	Wyandotte to Tonganoxie	Kans.	J. R. Tupper	889 63	1 42
33124	Sabetha to Wetmore	Kans.	B. Magoffin	728 00	1 16
33124	do	Kans.	do		
33128	Centralia to Louisville	Kans.	J. R. Tupper	650 80	2 08
33128	do	Kans.	do		
33128	do	Kans.	do		
33128	do	Kans.	do		
33129	Manly to Seneca	Kans.	W. H. Smith	330 00	1 05
33129	do	Kans.	do		
33129	do	Kans.	do		
33129	do	Kans.	do		
33137	Louisville to Irving	Kans.	W. A. Stoddard	570 00	1 82
33141	Manhattan to Irving	Kans.	M. A. Thompson	1,180 00	1 87
33141	do	Kans.	do		
33141	do	Kans.	do		
33152	Greenleaf to Clay Centre	Kans.	J. S. Badger	585 86	1 87
33152	do	Kans.	do		
33154	Kimeo to Clay Centre	Kans.	C. H. Harris	348 00	1 11
33156	Belleville to Hubbell	Kans.	J. R. Tupper	541 00	86
33162	Concordia to Chester	Kans.	do	504 76	1 40
					67

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 25, 29; May 23, 30, 1885	Atoka	Failure to arrive	.....	$39 50
Apr. 23, 30; May 18, 21, 1885	....do	Failure to depart		
Apr. 22, 1885	Ultima Thule	Failure to arrive		
Apr. 20, 1885	....do	Failure to depart		
Apr. 21; May 16, 1885	Pawhuska	Failure to arrive	.....	12 60
Apr. 22; May 18, 1885	....do	Failure to depart		
Apr. 22, 1885	Coffeyville	Failure to arrive		
Apr. 25; May 16; June 20, 1885.	Skiatook	Failure to arrive and depart	.....	8 30
May 16; June 20, 1885	Tulsa	..... do		
Apr. 20, 22, 23, 30; May 16, 26, 1885.	Muscogee	Failure to arrive	.....	26 18
Apr. 22; May 18, 27, 1885	....do	Failure to depart		
Apr. 20, 22, 24, 30; May 6, 18, 26, 1885.	Okmulgee	Failure to arrive		
Apr. 22; May 6, 7, 18, 26, 27, 1885.	....do	Failure to depart		
Apr. 22, 1885	Sac & Fox Agency.	Failure to arrive	.....	2 14
Apr. 23, 1885	....do	Failure to depart		
June 18, 25, 29, 1885	Paul's Valley, ...	Failure to arrive and depart	.....	22 74
Apr. 23; May 18, 25, 1885	Wetumka	Failure to arrive	.....	70 46
Apr. 24; May 19, 27, 1885	....do	Failure to depart		
Apr. 2, 6, 9, 13, 16, 20, 23; May 18, 21, 25, 1885.	Paul's Valley	Failure to arrive and depart		
Apr. 24, 1885	Atoka	Failure to arrive	.....	10 02
Apr. 23, 1885	... do	Failure to depart		
May 26, 1885	Johnson	Failure to arrive		
May 25, 1886	....do	Failure to depart		
Apr. 22, 29; May 6, 20, 27; June 17, 1885.	Gainsville	Failure on 62 miles	.....	50 63
Apr. 2, 21, 23, 30; May 16, 26, 1885.	Arkansas City	Failure to arrive	.....	43 40
Apr. 1, 3, 20, 22, 29; May 18, 27, 1885.	....do	Failure to depart		
Apr. 1, 10, 22, 24; May 18, 27; June 19, 1885.	Pawhuska	Failure to arrive		
Apr. 4, 23, 25; May 19, 28; June 20, 25, 1885.	....do	Failure to depart		
Apr. 21, 1885	S. & A. agency	Failure to arrive	.....	8 93
Apr. 24, 1885	....do	Failure to depart		
Apr. 2, 23, 25; May 19, 22; June 20, 25, 1885.	Caldwell	Failure to arrive	.....	49 70
May 30; June 30, 1885	Darlington	.....do	.....	8 55
May 31, 1885	....do	Failure to depart		
June 1, 1885	Cantonment	Failure to arrive		
May 21; June 2, 1885	....do	Failure to depart		
Apr. 30, 1885	Easton	Failure to arrive and depart	.....	1 17
Apr. 23, 25, 30; May 27, 28, 1885	Tonganoxie	.....do	.....	7 10
June 4, 1885	Wetmore	Failure to arrive	.....	1 16
June 3, 1885	....do	Failure to depart		
June 25, 1885	Centralia	Failure to arrive	.....	4 16
June 26, 1885	....do	Failure to depart		
June 3, 1885	Louisville	Failure to arrive		
June 4, 1885	... do	Failure to depart		
Apr. 25, 30; May 28, 30, 1885	Manly	Failure to arrive	.....	5 25
Apr. 27; May 1, 29, 31, 1885	....do	Failure to depart		
May 29, 1885	Seneca	Failure to arrive		
May 28, 1885	....do	Failure to depart		
May 27, 1885	Irving	Failure to arrive and depart	.....	1 82
Apr. 22; May 1, 22, 1885	Manhattan	Failure to arrive	.....	17 76
Apr. 21, 30; May 16, 22, 1885	....do	Failure to depart		
Apr. 22, 25, 29; May 16, 20, 27, 1885.	Irving	Failure to arrive and depart		
Jan. 26, 28, 30; Feb. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27; Mar. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30, 1885.	May Day	Failure to supply one way	$10 00	.....
Apr. 1, 3, 6, 8, 11, 13, 15, 18, 20, 22, 25, 27; May 1, 4, 6, 8, 11, 13, 15, 18, 20, 22, 25, 27; June 13, 1885.	....do	.....do		
Apr. 21, 1885	Clay Centre	Failure to arrive and depart	.....	1 11
May 27, 1885	On the route	Failure total	.....	1 72
Mar. 3, 1885	Concordia	Failure to arrive and depart	.....	1 40

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33170	Simpson to Lincoln	Kans	J. R. Tupper	$603 39	$1 93
33170	do	Kans	do		
33183	Beloit to Tipton	Kans	C. C. Morse	384 08	1 23
33188	Mankato to Superior	Kans	J. R. Tupper	862 03	1 37
33188	do	Kans	do		
33188	do	Kans	do		
33188	do	Kans	do		
33198	Downs to Wilson	Kans	B. Magoffin	618 88	2 97
33205	Russell to La Crosse	Kans	J. L. B. Stanton	355 38	1 70
33205	do	Kans	do		
33205	do	Kans	do		
33205	do	Kans	do		
33209	Brooks Centro to Hoyc City	Kans	B. Magoffin	740 00	3 55
33209	do	Kans	do		
33228	Edmund to Wa Keency	Kans	W. N. Winslow	1,235 59	1,96
33228	do	Kans	do		
33237	Wa Keeney to Dodge City	Kans	J. R. Miner	1,540 00	4 93
33237	do	Kans	do		
33249	Atwood to Shibboleth	Kans	C. C. Morse	606 67	1 94
33267	Eskridge to Topeka	Kans	M. A. Thompson	582 31	1 86
33272	Louisburgh to Westport	Kans	J. R. Tupper	524 07	1 67
33272	do	Kans	do		
33272	do	Kans	do		
33272	do	Kans	do		
33274	Rockville to Paola	Kans	W. H. Smith	815 29	1 30
33274	do	Kans	do		
33286	Emporia to Madison	Kans	do	502 33	1 60
33286	do	Kans	do		
33290	Junction to Council Grove	Kans	C. E. Bushnell	408 00	1 96
33297	Salina to Galva	Kans	C. E. Bushnell	673 00	2 14
33297	do	Kans	do		
33297	do	Kans	do		
33297	do	Kans	do		
33297	do	Kans	do		
33300	Salina to Minneapolis	Kans	W. H. Smith	444 00	1 42
33303	La Cygne to Garnet	Kans	J. D. Emerson	536 25	1 71
33309	Burlington to Hamilton	Kans	J. R. Tupper	481 00	1 54
33309	do	Kans	do		
33309	do	Kans	do		
33309	do	Kans	do		
33313	Xenia to Fulton	Kans	do	472 89	75
33317	Humboldt to Bronson	Kans	J. M. Maycumber	448 00	1 43
33319	Humboldt to Juse	Kans	J. R. Tupper	703 13	1 89
33320	Humboldt to Fredonia	Kans	J. D. Emerson	1,208 14	1 93
33320	do	Kans	do		
33320	do	Kans	do		
33320	do	Kans	do		
33321	Colony to Yates Centre	Kans	V. Boreing	803 52	1 28
33321	do	Kans	do		
33322	Fredonia to Altoona	Kans	J. R. Miner	475 72	75
33322	do	Kans	do		
33323	Madison to Toronto	Kans	J. D. Emerson	510 00	1 63
33323	do	Kans	do		
33323	do	Kans	do		
33323	do	Kans	do		
33327	Flint Ridge to Eureka	Kans	B. Magoffin	255 00	81
33335	Girard to Mount Carmel	Kans	J. D. Emerson	251 53	81
33336	Osage Mission to Humboldt	Kans	B. A. Workman	650 00	30
33336	do	Kans	do		1 46
33343	Howard to Elgin	Kans	S. P. Wheeler	1,072 00	1 70
33343	do	Kans	do		
33344	Howard to Sedan	Kans	W. H. Smith	744 00	1 18
33344	do	Kans	do		
33344	do	Kans	do		
33346	Grenola to Cedar Vale	Kans	J. D. Emerson	542 00	86
33346	do	Kans	do		
33346	do	Kans	do		
33350	Sherman City to Columbus	Kans	B. Magoffin	536 66	85
33350	do	Kans	do		
33350	do	Kans	do		
33351	Baxter Springs to Coffeyville	Kans	M. A. Thompson	840 00	2 69

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 2, 1885	Simpson	Failure to arrive		$1 93
May 1, 1885	do	Failure to depart		
May 25, 26, 1885	On the route	Failure total		2 46
May 19, 21, 23, 30, 1885	Mankato	Failure to arrive		8 90
May 18, 20, 30, 1885	do	Failure to depart		
May 18, 20, 22, 1885	Superior	Failure to arrive		
May 19, 21, 23, 1885	do	Failure to depart		
May 26, 1885	Wilson	Failure to arrive and depart		2 97
Mar. 3; June 12, 1885	Russel	Failure to arrive		5 10
Mar. 2; June 11, 1885	do	Failure to depart		
June 8, 1885	La Crosse	Failure to arrive		
June 9, 1885	do	Failure to depart		
May 15, 1885	Hays City	Failure to arrive		3 55
May 16, 1885	do	Failure to depart		
June 19, 1885	Wa Keeney	Failure to arrive		1 96
June 20, 1885	do	Failure to depart		
May 28, 1885	Dodge City	Failure to arrive		4 93
May 29, 1885	do	Failure to depart		
Apr. 21; June 20, 1885	Atwood	Failure to arrive and depart		3 88
Apr. 24, 25, 1885	On the route	Failure total		3 72
Apr. 4, 30, 1885	Louisburgh	Failure to arrive		8 35
Apr. 3; May 1, 1885	do	Failure to depart		
Apr. 3, 22; May 1, 1885	Westport	Failure to arrive		
Apr. 4, 23; May 2, 1885	do	Failure to depart		
Apr. 2, 22, 1885	On the route	Failure total		9 60
Apr. 25, 29, 1885	do	Failure on 224 miles each way		
Apr. 2, 23; May 7, 16, 1885	Emporia	Failure to arrive and depart		8 00
Apr. 20, 1885	Madison	do		
Apr. 21; May 19, 1885	Council Grove	do		3 92
Apr. 6, 22, 24; May 1, 29; June 3, 1885.	Galva	Failure to arrive	$5 90	12 84
Apr. 7, 23, 25 May 2, 30; June 4, 1885.	do	Failure to depart		
May, 1885	Winneshuck	Failure to supply 16 times		
June, 1885	do	Failure to supply 21 times		
Apr. 21; May 19, 26, 1885	Minneapolis	Failure to arrive and depart		4 26
Apr. 1, 2, 1885	On the route	Failure total		3 42
May 2, 1885	Burlington	Failure to arrive		6 93
May 1, 1885	do	Failure to depart		
Mar. 13; May 1, 1885	Hamilton	Failure to arrive		
Mar. 14; Apr. 2; May 2, 16, 1885	do	Faiure to depart		
Apr. 2, 7, 22, 24, 27, 1885	Xenia	Failure to arrive and depart		3 75
Apr. 22, 23, 1885	On the route	Failure total		2 86
May 18, 19, 1885	do	Failure on 40¾ miles each way		3 37
Apr. 21, 1885	Humboldt	Failure to arrive and depart		11 13
Apr. 21; May 16, 28, 1885	Fredonia	Failure to arrive		
Apr. 22; May 16, 29, 1885	do	Failure to depart		
May 19, 20, 1885	On the route	Failure on 38½ miles each way		
Apr. 30, 1885	Colony	Failure to arrive and depart		2 56
Apr. 6, 1885	Yates Centre	do		
Apr. 22, 23, 24, 25, 30; May 1, 6, 16, 21, 28, 1885.	Fredonia	do		12 00
Apr. 3, 22, 24, 25, 30; May 6, 1885	Altoona	do		
Apr. 2, 21, 23, 25, 30; May 14, 16, 1885.	Madison	Failure to arrive		13 85
Apr. 1, 22, 23, 24, 29; May 1, 15, 18, 1885.	do	Failure to depart		
May 18, 1885	Toronto	Failure to arrive		
Apr. 30; May 16, 1885	do	Failure to depart		
Apr. 2, 25, 30, 1885	On the route	Failure on 8 miles		2 16
Apr. 22, 25, 1885	do	Failure on 15 miles each way		2 67
Apr. 6, 17, 22, 1885	Humboldt	Failure to arrive		4 38
Apr. 7, 18, 23, 1885	do	Failure to depart		
Apr. 25; May 16, 1885	Howard	Failure to arrive and depart		5 10
May 16, 1885	Elgin	do		
May 16, 18, 1885	Howard	Failure to arrive		3 54
May 16, 20, 1885	do	Failure to depart		
May 16, 1885	Sedan	Failure to arrive and depart		
Apr. 15; May 18, 1885	Grenola	do		4 30
Apr. 15; May 16, 18, 1885	Cedar Vale	Failure to arrive		
Apr. 15; May 15, 18, 1885	do	Failure to depart		
Apr. 4, 1885	On the route	Failure total		4 49
Apr. 22; May 28, 1885	do	Failure on 15½ miles		
Apr. 23, 1885	do	Failure on 4 miles		
Apr. 23, 25, 1885	Baxter Springs	Failure to arrive and depart		5 38

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33354	Oswego to Liberty	Kans	B. Magoffin	$349 00	$1 67
33354	do	Kans	do		
33354	do	Kans	do		
33354	do	Kans	do		
33355	Mound Valley to Coffeyville	Kans	C. E. Bushnell	225 82	1 08
33355	do	Kans	do		
33357	Independence to Sedan	Kans	W. H. Smith	560 00	1 79
33358	do	Kans	B. Magoffin	929 60	1 48
33358	do	Kans	do		
33359	Coffeyville to Sedan	Kans	J. R. Miner	1,140 00	1 81
33359	do	Kans	do		
33362	Otto to Arkansas City	Kans	B. Magoffin	325 35	1 04
33362	do	Kans	do		
33363	Glen Grouse to Cambridge	Kans	W. H. Smith	116 00	55
33364	Burden to Wichita	Kans	Cardwell & Duncan	864 00	2 86
33364	do	Kans	do		
33366	Winfield to Sedan	Kans	G. W. Leggett	1,232 00	97
33366	do	Kans	do		
33366	do	Kans	do		
33366	do	Kans	do		
33366	do	Kans	do		
33368	Arkansas City to Caldwell	Kans	M. A. Thompson	490 00	1 57
33368	do	Kans	do		
33368	do	Kans	do		
33375	Lonena to Valley Centre	Kans	C. E. Bushnell	560 00	1 79
33375	do	Kans	do		
33376	Towanda to Peabody	Kans	do	333 67	1 61
33376	do	Kans	do		
33380	McPherson to Newton	Kans	do	624 02	2 00
33380	do	Kans	do		
33380	do	Kans	do		
33380	do	Kans	do		
33381	McPherson to Hutchinson	Kans	W. A. Caldwell	620 54	1 98
33381	do	Kans	do		
33382	do	Kans	M. A. Thompson	535 00	1 71
33382	do	Kans	do		
33382	do	Kans	do		
33382	do	Kans	do		
33384	Lake View to Burrton	Kans	W. H. Smith	280 50	90
33386	Lindsborg to Ellsworth	Kans	D. F. Thomas	689 00	51
33386	do	Kans	do		
33390	Wichita to Hutchinson	Kans	J. R. Tupper	694 00	2 22
33392	Clear Water to Wichita	Kans	J. D. Emerson	398 00	1 27
33392	do	Kans	do		
33393	Peotone to Mona	Kans	M. A. Thompson	370 01	1 77
33393	do	Kans	do		
33393	do	Kans	do		
33393	do	Kans	do		
33394	Belle Plain to Kingman	Kans	W. H. Smith	999 00	3 20
33394	do	Kans	do		
33400	Harper to Wichita	Kans	J. R. Miner	640 00	3 07
33400	do	Kans	do		
33400	do	Kans	do		
33401	Harper to Caldwell	Kans	M. A. Thompson	596 64	1 91
33401	do	Kans	do		
33401	do	Kans	do		
33402	Attica to Medicine Lodge	Kans	J. R. Miner	387 75	53
33406	Castleton to Wichita	Kans	C. E. Bushnell	719 82	2 30
33406	do	Kans	do		
33406	do	Kans	do		
33406	do	Kans	do		
33407	Mona to Pretty Prairie	Kans	B. Magoffin	140 00	67
33408	Castleton to Kingman	Kans	J. D. Emerson	622 74	1 99
33408	do	Kans	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INDLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 25, 1885	Oswego	Failure to arrive		
Apr. 24, 1885	do	Failure to depart		
Apr. 21, 24, 1885	Liberty	Failure to arrive	.....	$5 01
Apr. 22, 25, 1885	do	Failure to depart		
Apr. 22, 25, 29; May 2, 6, 9, 20, 1885.	Coffeyville	Failure to arrive and depart	.....	8 64
Apr. 22, 1885	Mound Valley	do		
Apr. 15, 1885	Sedan	do	.....	1 79
Apr. 21, 22; May 4, 16, 18, 27, 28, 1885.	do	Failure to arrive		
Apr. 22, 23; May 5, 16, 18, 27, 29, 1885.	do	Failure to depart	.....	10 36
Apr. 22; May 16, 1885	Coffeyville	Failure to arrive and depart	.....	9 05
May 16, 18, 27, 1885	Sedan	do		
May 27, 29, 1885	Otto	do		
Apr. 23; May 16, 19; June 20, 1885.	Arkansas City	do	.....	6 24
May 16, 1885	On the route	Failure total	.....	1 10
June 8, 10, 1885	do	Failure on 19 miles each way	.....	6 43
May 15, 1885	do	Failure on 30 miles each way		
May 5, 16, 18, 19, 27, 28, 1885	Winfield	Failure to arrive and depart		
Apr. 15, 21; May 4, 15, 18, 19, 26, 28, 1885.	Dexter	Failure to arrive		
Apr. 15, 22; May 16, 18, 19, 26, 27, 28, 1885.	do	Failure to depart	.....	23 53
Apr. 22; May 18, 27, 1885	Sedan	Failure to arrive and depart		
Apr. 21; May 16, 1885	Dexter	do		
Apr. 22, 24, 1885	On the route	Failure on 8½ miles		
May 18, 20, 1885	do	Failure on 5½ miles	.....	5 11
June 19, 1885	do	Failure on 31½ miles		
May 16, 19, 1885	Lonena	Failure to arrive		
May 18, 20, 1885	do	Failure to depart	.....	3 58
June 9, 1885	Peabody	Failure to arrive		
June 10, 1885	do	Failure to depart	.....	1 61
Apr. 21; May 30, 1885	McPherson	Failure to arrive		
Apr. 22; May 29, 1885	do	Failure to depart		
May 27, 29, 1885	Newton	Failure to arrive	.....	7 00
May 30, 1885	do	Failure to depart		
Apr. 22, 1885	Hutchinson	Failure to arrive		
Apr. 23, 1885	do	Failure to depart	.....	1 98
Apr. 21, 1885	McPherson	Failure to arrive		
Apr. 22, 1885	do	Failure to depart		
Apr. 22, 24, 1885	Hutchinson	Failure to arrive	.....	5 13
Apr. 23, 25, 1885	do	Failure to depart		
Apr. 22, 24; May 27, 1885	Lake View	Failure to arrive and depart	.....	2 70
May 15, 18, 1885	Ellsworth	Failure to arrive		
May 16, 19, 1885	do	Failure to depart	.....	3 54
May 29, 30, 1885	On the route	Failure total	.....	4 44
Apr. 21, 1885	Clear Water	Failure to arrive and depart		
Apr. 16, 23, 25; May 7, 30; June 25, 1885.	Wichita	do	.....	8 89
Apr. 23, 26; May 18, 25, 28, 1885.	Peotone	Failure to arrive		
Apr. 24, 27; May 19, 26, 29, 1885.	do	Failure to depart	.....	14 16
Apr. 24; May 19, 29, 1885	Mona	Failure to arrive		
Apr. 23; May 18, 28, 1885	do	Failure to depart		
May 4, 11, 22, 27, 1885	Belle Plain	Failure to arrive and depart	.....	16 00
Apr. 21, 1885	Kingman	do		
Apr. 28; May 1; June 19, 1885	Harper	do		
Apr. 22; May 2; June 20, 1885	Wichita	Failure to arrive	.....	
Apr. 23, 27; May 4; June 22, 1885.	do	Failure to depart		19 95
June 22, 1885	Harper	Failure to arrive and depart		
June 10, 19, 1885	Caldwell	Failure to arrive	.....	5 73
June 11, 20, 1885	do	Failure to depart		
Apr. 21, 1885	On the route	Failure total	.....	1 06
May 28, 1885	Castleton	Failure to arrive		
May 27, 1885	do	Failure to depart		
June 19, 1885	Wichita	Failure to arrive	.....	4 60
June 20, 1885	do	Failure to depart		
Apr. 22, 25; May 16, 20; June 20, 1885.	On the route	Failure total	.....	6 70
May 18, 1885	Castleton	Failure to arrive	.....	1 99
May 16, 1885	do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33409	Hutchinson to Medicine Lodge	Kans	J. R. Miner	$1,892 97	$1 78
33409	do	Kans	do		
33409	do	Kans	do		
33409	do	Kans	do		
33424	Neola to Sterling	Kans	J. D. Emerson	748 00	2 39
33428	Kiowa to Medicine Lodge	Kans	C. Collins	560 00	1 79
33457	Ossawatomie to Oakwood	Kans	M. A. Thompson	330 00	1 58
33457	do	Kans	do		
33457	do	Kans	do		
33458	Polo to Winfield	Kans	do	220 00	1 05
33458	do	Kans	do		
33484	Climax to Noal	Kans	P. R. Schnebly	252 97	80
33488	New Kiowa to Attica	Kans	R. Ritter	1,098 72	1 74
33488	do	Kans	do		
33488	do	Kans	do		
33505	Walnut to Uniontown	Kans	W. S. Maxwell	232 30	1 11
33506	Harper to Cleveland	Kans	do	338 00	1 62
33506	do	Kans	do		
33506	do	Kans	do		
33506	do	Kans	do		
33507	Farnsworth to Spring	Kans	do	254 00	1 22
33511	Columbus to Chetopah	Kans	do	219 00	1 05
33532	Hickman to Fall River	Kans	V. Boreing	178 00	
34192	Plum Creek to Arnold	Nebr	L. Wambegans	1,291 09	2 79
34192	do	Nebr	do		1 72
34192	do	Nebr	do		
34219	Hubbard to Logan Grove	Nebr	J. F. Duggan	559 00	1 79
34219	do	Nebr	do		
34226	West Point to Fremont	Nebr	W. A. Stoddard	842 78	2 69
34226	do	Nebr	do		
34245	Madison to Burnett	Nebr	B. W. Beedy	479 25	1 53
34255	Fullerton to Saint Paul	Nebr	B. Jones	415 86	1 33
34255	do	Nebr	do		
34260	Cedar Rapids to O'Connor	Nebr	W. B. Beedy	190 00	91
34294	Broken Bow to Douglas Grove	Nebr	do	595 19	69
34293	Custer to Walworth	Nebr	do	420 82	2 01
34297	Cottonwood to Indianola	Nebr	do	996 71	2 52
34305	Beulah to Guide Rock	Nebr	F. S. Smith	118 00	1 13
34316	Neligh to Willow Springs	Nebr	H. Tisdale	560 00	5 38
34372	O'Neill to Cumminsville	Nebr	C. A. Moore	590 00	2 83
35177	Rapid City to Custer	Dak	G. M. Brown	3,240 00	4 43
35177	do	Dak	do		
35177	do	Dak	do		
35177	do	Dak	do		
35177	do	Dak	C. D. Geer	1,783 73	2 44
35177	do	Dak	do		
35177	do	Dak	do		
35177	do	Dak	do		
37131	Rockdale to Elk Mountain	Wyo	G. V. Meserole	536 00	2 57
40136	Fort Thomas to Globe	Ariz	J. D. Emerson	1,690 00	5 41
40164	Jerome to Prescott	Ariz	M. McInernay	612 00	1 96
40164	do	Ariz	do		
40166	Globe to Camp Verde	Ariz	V. H. Pease	3,110 00	29 89
40166	do	Ariz	do		
40166	do	Ariz	do		
40174	Springerville to Alma	Ariz	E. C. Bunch	2,800 00	12 45
40174	do	Ariz	do		
40177	Walnut Grove to Antelope Valley	Ariz	L. O'C. Fitzsimmmons	400 00	1 92
41172	Sandy to Alta	Utah	V. H. Pease	1,320 00	2 10
42113	Ketchum to Saw Tooth	Iowa	J. Hailey	3,815 29	5 22
42113	do	Iowa	do		
42117	Corral to Bellevue	Iowa	H. A. Thompson	7,644 00	12 20
42145	Camas to Junction	Iowa	H. C. Slavens	7,862 49	12 55
42177	Houston to Cliff	Iowa	A. B. Lambson	587 00	93
43107	Mount Vernon to Birdsview	Wyo	A. W. Eastlack	1,252 54	6 01

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 21, 1885	Medicine Lodge	Failure to arrive and depart		
do	Kingman	Failure to arrive	.....	$5 87
Apr. 21, 23, 1885	do	do		
Apr. 24, 1885	do	Failure to depart		
Apr. 21, 22, 1885	On the route	Failure total	.....	4 78
do	do	do	.....	3 58
Apr. 22, 1885	Ossawatomie	Failure to arrive		
Apr. 21, 1885	Oakwood	do	.....	2 37
Apr. 22, 1885	do	Failure to depart		
May 16, 1885	On the route	Failure total		
Apr. 28, 1885	do	Failure on 12½ miles	.....	3 36
Apr. 23, 1885	do	Failure total	.....	1 60
Apr. 21, 22, 1885	New Kiowa	Failure to arrive		
Apr. 21, 1885	do	Failure to depart	.....	4 35
do	Attica	Failure to arrive and depart		
Apr. 25, 1885	On the route	Failure on 17 miles	.....	1 50
Apr. 13, 24; May 4; June 19, 1885.	Harper	Failure to arrive		
Apr. 14, 25; May 5; June 20, 1885.	do	Failure to depart		
Apr. 14, 21; May 5; June 20, 1885.	Cleveland	Failure to arrive	.....	12 96
Apr. 13, 24; May 4; June 19, 1885.	do	Failure to depart		
June 13, 1885	On the route	Failure total	.....	2 44
Apr. 25, 1885	Chetopah	Failure to arrive and depart	.....	1 05
June —, 1885	On the route	Failure to perform service	.....	14 67
May 27, 1885	Custer	Failure to arrive		
May 28, 1885	do	Failure to depart	.....	4 51
June 15, 1885	do	Failure to arrive		
June 5, 1885	Logan Grove	do		
June 6, 1885	do	Failure to depart	.....	1 79
May 6; June 15, 1885	West Point	Failure on 14½ miles		
June 19, 1885	do	Failure on 23½ miles	.....	5 03
Apr. 25; May 7, 1885	Burnett	Failure to arrive and depart	.....	4 59
May 27, 1885	Saint Paul	Failure to arrive		
May 28, 1885	do	Failure to depart	.....	1 33
Apr. 18, 1885	On the route	Failure total	.....	1 82
May 9, 16, 19, 23; June 2, 5, 9, 16, 18, 25, 27, 1885.	Douglas Grove	Failure to arrive in time	$5 00	.....
Apr. 16, 17, 1885	On the route	Failure total	.....	4 02
May 19, 20, 1885	do	Failure on 33 miles	.....	3 96
Apr. 20, 1885	do	Failure total	.....	2 26
Apr. 21, 22, 1885	do	Failure on 26½ miles	.....	3 29
June 3, 1885	Bliss	Wet mail	2 00	.....
June 7, 17, 19, 21, 22, 1885	Rapid City	Failure to arrive		
June 16, 18, 20, 21, 1885	do	Failure to depart		
June 5, 6, 7, 16, 17, 20, 21, 23, 1885.	Custer	Failure to arrive	.....	55 37
June 6, 7, 8, 10, 17, 19, 21, 22, 1885.	do	Failure to depart		
Apr. 3, 5, 21, 1885	Rapid City	Failure to arrive		
Apr. 2, 4, 5, 21, 1885	do	Failure to depart		
Apr. 2, 4, 21, 1885	Custer	Failure to arrive	.....	15 86
Apr. 3, 5, 21, 1885	do	Failure to depart		
Apr. 21, 25, 1885	On the route	Failure 2 round trips	.....	10 28
During April, 1885	do	Failure to depart twice	.....	5 41
May 8, 1885	Jerome	Failure to arrive		
do	Prescott	Failure to depart	.....	1 96
June 10, 1885	Camp Verde	Failure to arrive		
June 11, 1885	do	Failure to depart		
During second quarter, 1885	On the route	For failing to carry the whole mail and every part thereof and deliver the same along the route, and for often failing to connect.	50 00	44 83
May 24, 27, 30, 1885	Alma	Failure to arrive		
May 2, 25, 28, 1885	do	Failure to depart	.....	40 35
Apr. 28, 1885	On the route	For delaying the mail while under the influence of liquor.	2 00	.....
Apr. 22, 1885	Alta	Failure to arrive and depart	.....	2 10
Apr. 26, 1885	Ketchum	Failure to depart		
Apr. 2, 13, 1885	Saw Tooth	Failure to arrive and depart	.....	13 03
May 21, 1885	Bellevue	Failure to depart	.....	6 10
Apr. 13, 1885	Junction	do	.....	6 27
Apr. 21, 1885	On the route	Failure round trip	.....	1 86
Feb. 27, 1885	Mount Vernon	Failure to depart	.....	3 00

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
43148	Dayton to Lewiston	Wyo	I. B. Camphausen	$2,463 00	$3 97
43159	Cheney to Deep Creek	Wyo	C. W. Moore	546 87	87
44124	Sea Side to Tillamook	Oreg	A. B. Cotton	1,775 16	8 52
44126	Salem to Knight	Oreg	C. W. Moore	870 00	2 78
44130	McMinnville to Grande Ronde	Oreg	H. A. Lawton	1,360 00	2 16
44160	Gardiner to Sulphur Springs	Oreg	J. C. Reed	223 00	1 07
44177	Jacksonville to Big Butte	Oreg	J. W. Cunningham	787 50	2 52
44211	Purdy to Weston	Oreg	C. M. Kellogg	414 12	1 94
44226	Ashland to Linkville	Oreg	V. H. Pease	3,320 00	5 30
44231	Canyon City to Mitchell	Oreg	do	3,130 00	10 02
44231	do	Oreg	do		
44244	Sam's Valley to Deskins	Oreg	do	420 00	4 03
44276	Roseburgh to Empire City	Oreg	E. B. Tage	8,540 00	13 63
44276	do	Oreg	do		
44277	Sellwood to Portland	Oreg	J. L. Melrath	300 00	31
44173	Marshfield to Coquille	Oreg	F. Jarvis	1,538 82	2 48
45105	Elko to Huntington	Nev	W. B. Judd	724 76	6 97
45105	do	Nev	do		
45163	Luning to Downeyville	Nev	E. J. Travis	1,590 00	5 09
46105	Santa Rosa to Calistoga	Cal	V. H. Pease	510 00	1 63
46131	Table Bluff to Ferndale	Cal	A. E. Bonne	419 00	66
46131	do	Cal	do		
46131	do	Cal	do		
46155	Bieber to Lake View	Cal	W. N. Griffith	11,500 00	15 75
46164	Beckwith to Greenville	Cal	T. Neal	2,596 00	4 14
46220	Placerville to Auburn	Cal	V. H. Pease	1,660 00	2 27
46224	Placerville to Rowland	Cal	H. H. Pratt	1,097 50	10 55
46224	do	Cal	do		
46236	Sutter Creek to Woodford	Cal	A. E. Boone	616 00	5 92
46249	Wallace to Mokelumne Hill	Cal	P. Bunker	627 48	86
46297	Soledad to San Luis Obispo	Cal	C. H. Cotter	13,210 83	
				7,435 87	10 18
46297	do	Cal	do		
46139	Los Angeles to San Buenaventura	Cal	A. L. Seeley	1,695 00	
46139	do	Cal	do		
46139	do	Cal	do		
46348	Chico to Prattville	Cal	E. B. Tage	1,300 00	8 33
46351	King's River to Dunlap	Cal	V. H. Pease	675 55	3 25
46352	Merced to Coulterville	Cal	G. Allman	843 00	2 70
46379	Madera to Wawona	Cal	J. Culverhouse	2,600 00	3 33
46379	do	Cal	do		
46412	Carisa to La Panza	Cal	H. C. Slavens	540 00	2 59
46412	do	Cal	do		
	RAILROAD SERVICE.				
8112	Foxburgh to Mount Jewett	Pa	P. and W. R. R	5,845 25	9 33
8112	do	Pa	do		
8125	Allegheny to New Castle	Pa	P. and W. R. R	3,574 53	5 71
8125	do	Pa	do		
8125	do	Pa	do		
11028	Danville to Spencer to Stuart	Va	D. and N. River R. R	2,479 06	3 96
				3,280 19	5 23
11028	do	Va	do		
11028	do	Va	do		
11032	Keysville to Clarksville	Va	R. and M. R. R	1,433 47	2 28
11035	Norfolk to Virginia Beach	Va	N. and Va., B. and I. Co	803 70	1 28
11036	Hicksford to Margarettevillo	Va	M. Valley R. R	802 41	1 28
11036	do	Va	do		
12009	Shaw to Thomas	W. Va	W. Va., C. and P. R. R	1,677 93	2 68
13023	Hickory to Lenoir	N. C	C. and L. N. G. R. R	876 80	1 40
13023	do	N. C	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 4, 5, 6, 7, 8, 9, 1885	Dayton	Failure to connect		$11 76
June 17, 1885	On the route	Failure round trip		1 76
During second quarter, 1885	....do	Failure 4 trips and irregular service		4 24
June 30, 1885	....do	Carrier left canvas sack at his own house and did not deliver it until July 1.	$2 50	
Apr. 3, 1885	McMinnville	Left without mail		1 08
May 20, 1885	Sulphur Springs	Failure on 5 miles		1 26
During second quarter, 1885	Sam's Valley	Failure to supply 4 times		12 11
June 30, 1885	On the route	Carrier lost mail sack, delaying the mail until June 30.	5 00	
May 7; June 18, 1885	Linkville	Wet mail	25 00	
June 29, 1885	Canyon City	Failure to arrive		10 02
June 30, 1885	do	Failure to depart		
Apr. 25, 1885	Deskins	Late arrival	2 00	
Feb. 17 to Apr. 30, 1885	Roseburgh	Eight hours late each trip	150 00	
Feb. 24 to Apr. 30, 1885	Empire City	Loss of 184 hours		
June 3, 24, 1885	On the route	Boat did not give time to go to post-office and back.	2 00	
June 15, 16, 1885	Marshfield	Failure to depart		2 48
June 1, 1885	Elko	....do		6 97
June 16, 1885	Huntington	Failure to arrive		
Apr. 28; May 19, 1885	Downeyville	Failure to connect	5 00	
Apr. 8, 1885	Calistoga	Failure to arrive and depart		1 63
May 25, 1885	Table Bluff	Failure to arrive		
June 11, 1885	....do	Failure to depart		1 32
June 2, 12, 1885	Ferndale	Failure to arrive		
May 1, 1885	Lake View and Bieber.	....do		15 75
June 2, 9, 16, 23, 30, 1885	Beckwith	....do		10 35
Apr. 20, 1885	Auburn	Late arrival		2 27
May 1, 1885	Placerville	Failure to arrive		10 55
....do	Rowland	Failure to depart		
May, 1885	On the route	Failure 2 round trips		23 68
Mar. 1, 1884, to Mar. 31, 1885	Lancha Plana	Failure to supply on Sunday		21 51
May 26, 1885	On the route	Two sacks of paper lost	105 00	
Apr. 14, 1885	....do	Mail wet		
Nov. 7, 1884	Newbury Park	Failure to supply		
May 1, 5, 1885	Los Angeles	Failure to arrive		8 33
May 2, 5, 1885	....do	Failure to depart		
During May, 1885	Prattville	Failure to arrive and depart twice.		12 49
May 8, 1885	Dunlap	Failure to arrive and depart		3 25
Jan. 1 to June 30, 1885	Hopeton	For disregard of schedule and irregularity of arrival.	25 00	
Jan. 2, 5, 9, 12, 14, 16, 19, 21, 26, 28; Feb. 2, 4, 9, 11, 13, 16, 18, 23, 25; Mar. 2, 4, 9, 11, 16, 18, 23, 30, 1885.	Wawona	Failure to arrive		
Jan. 1, 3, 6, 10, 13, 15, 18, 20, 22, 27, 29; Feb. 3, 5, 10, 12, 17, 19, 24, 26; Mar. 3, 5, 10, 12, 17, 19, 24, 31, 1885.	....do	Failure to depart		212 62
June 9, 1885	Carisa	....do		2 59
....do	La Panza	Failure to arrive		
Mar. 5, 6, 9; Apr. 17, 1885	Mount Jewett	....do		23 32
Apr. 18, 1885	....do	Failure to depart		
Feb. 6, 7, 1884	Allegheny	Failure to arrive		25 69
Feb. 8, 1884	....do	Failure to depart		
Feb. 6, 7, 1884	New Castle	Failure to arrive and depart		
Dec. 10, 11, 1883; Jan. 4, 5, 11; Feb. 6, 11, 13, 14, 15, 26, 1884.	Danville	Failure to connect		38 89
July 21; Oct. 14, 1884	....do	Failure half trip		
Dec. 25, 1884	....do	Failure round trip		
June 30, 1885	Clarksville	Failure to depart		1 14
June 21, 1885	On the route	Failure half trip		1 28
Dec. 24, 1884	Hicksford	Failure to arrive and depart		2 56
Dec. 24, 1884; May 22, 1885	Margaretteville	Failure to arrive		
Jan. 17; Apr. 4, 1885	Thomas	Failure to arrive and depart		5 36
Aug. 29, 1884; Mar. 24, 1885	On the route	Failure round trip		11 20
Sep. 18; Oct. 13; Dec. 25, 1884; Apr. 21, 1885.	....do	Failure half trip		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
15001	Atlanta to Air-Line Junction.....	Ga.....	R. and D. R. R. (2 lines R. P. O. cars).	$58,896 91 21,442 40	....
15001	.....do	Ga.....	.....do	.....	.....
15002	Atlanta to Chattanooga.....	Ga.....	W. and A. R. R.....	28,177 26	$12 86
15013	Rome to Brunswick	Ga.....	E. T., Va. and Ga. R. R..	24,160 39	33 09
15012	Macon to Atlanta.....	Ga.....	Cent'l Rwy. and Banking Company.	17,754 93	8 10 24 32
15003	Atlanta to West Point.....	Ga.....	A. and W. P. R. R.....	17,854 47	11 81 23 63
15042	Atlanta to Coalburgh.....	Ga.....	Ga. Pacific R. R.....	10,276 82	14 07
15042	.....do	Ga.....	.....do	.....	.....
16012	Palatka to Gainesville	Fla	Florida Southern R. R..	2,596 00	4 14
16017	Micanopy to Junction Micanopy...	Fla	.....do	175 70	28
16017	.....do	Fla	.....do	.....	.....
17011	Gainesville to Narkeeta	Fla	Tram Road Transportation Co.	944 34	1 50
21031	Harrison to Hagerstown.....	Ohio	W. W. R. R.....	3,503 98	5 60
21031	.....do	Ohio	.....do	.....	.....
22012	Evansville to Terre Haute.....	Ind	E. & T. H. R. R.....	14,808 01	.....
22014	State Line to Logansport.....	Ind	P., C. & St. L. R. R.....	6,644 62	10 61
22014	.....do	Ind	.....do	.....	.....
22014	.....do	Ind	.....do	.....	.....
22018	Indianapolis to Peoria.....	Ind	I., B. &. W. R. R.....	29,505 40	14 88 40 41
22022	Anderson to Benton Harbor.....	Ind	C. W. & Mich. R. R.....	10,700 90	17 09
22025	Indianapolis to Terre Haute.....	Ind	I. & St. L. R. R	7,707 90	10 55
22025	.....do	Ind	.....do	7,707 90	12 31
22026	Washington to Evansville.....	Ind	E. & I. R. R	2,492 32	3 98
22028	Fair Oaks to Attica.....	Ind	C. &. G. W. R. R	2,408 53	3 84
22028	.....do	Ind	.....do.....	.....	.....
22036	Switz City to Bedford	Ind	B., S. O. & B. R. R	1,772 84	2 83
22038	Indianapolis to Chicago.....	Ind	L., N. A. & Chi. R. R	13,123 55	17 97
22046	Frankfort to East Saint Louis	Ind	T., C. & St. L. R. R.....	10,475 03	.....
23022	Joliet to Lake Station.....	Ill	Mich. Cent'l R. R	1,952 39	3 11
23044	Danville to Sidell's Grove.....	Ill	C., E. Ill. R. R.....	1,015 74	1 62
23044	.....do	Ill	.....do	.....	.....
23051	Joliet to Pekin	Ill	C., St. L. & W.....	5,940 02	9 48
23055	Decatur to Indianapolis	Ill	I., B. & Western R. R ...	10,262 92	8 19
23057	Rochelle to Rockford.....	Ill	Chicago & Iowa R. R ...	1,186 74	.....
23057	.....do	Ill	.....do	.....	.....
23068	Peoria to Oskaloosa.....	Ill	Central Iowa R. R	9,136 46	.....
23083	Bates to Grafton.....	Ill	W., St. L. & Pacific R. R	3,505 86	.....
24020	Toledo to South Lyon.....	Mich ...	T., A. A. & G. T. R. R...	3,259 67	5 20
24020	.....do	Mich ...	.....do	.....	.....
24028	Detroit to Fort Gratiot	Mich ...	C., D. & Canada G. Trunk R. R.	8,114 83	12 96
24030	East Saginaw to Ithaca.....	Mich ...	Sag. Valley & St. Louis R. R.	2,987 78	4 77

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 50, Apr. 8, 9, 15, 19, 25; May 2, 12, 26; June 4, 8, 20: No. 52, Apr. 16; June 19, 1885.	Atlanta	Failure to connect		$262 21
No. 52, Apr. 13, 1885	do	Failure to arrive with railway post-office car.		7 34
No. 2, May 24; June 21; No. 12, May 27, 1885.	do	Failure to connect		19 29
Apr. 1, 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 23, 30; May 1, 6, 7, 9, 16, 22; June 3, 21, 22, 23, 24, 25, 26, 28, 29, 30. 1885.	Brunswick	do		562 53
No. 53. Apr. 13; May 11, 1885.	Atlanta	do		8 10
No. 51, May 26, 28, 1885	do	do		11 81
Mar. 27; May 8; June 15, 30, 1885.	do	Failure to arrive		49 24
Mar. 28; May 9; June 16, 30, 1885.	do	Failure to connect		
Apr. 4, 1885	Gainesville	Failure to arrive		2 07
Mar. 27, 28, 1885	On the route	Failure round trip		1 40
June 27, 1885	do	Failure half trip		
June 11, 1885	do	do		3 00
June 15, 1885	Hagerstown	Failure to depart		165 07
Apr. 1 to June 14, 1885	Between Hagerstown and Beesom.	Failure to perform service		
May 9, 31, 1885	Evansville	Failure to connect		6 27
Feb. 9, 12, 16, 20, 1885	Logansport	Failure to arrive		74 27
Feb. 11, 13, 17, 21, 1885	do	Failure to depart		
Feb. 10, 18, 19, 1885	do	Failure to arrive and depart		
No. 2, Apr. 3, 4; No. 4, Apr. 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 27, 29, 30; May 1, 4, 5, 7, 9, 12, 15, 16, 19, 20, 25; June 3, 9, 10, 12, 13, 14, 17, 20, 21, 22, 26, 27, 29, 1885.	Indianapolis	Failure to connect		386 88
June 19, 1885	Benton Harbor	do		8 54
No. 8, Apr. 15; June 24; No. 12, Apr. 1. 2, 3; May 3; June 7, 18, 24, 1885.	Indianapolis	do		16 78
May 20; June 24, 1885	Terre Haute	Failure to depart		12 31
May 6; June 15, 1885	Evansville	Failure to connect		3 98
Dec. 25, 1884; Jan. 21, 22, 23, 1885.	Fair Oaks	Failure to arrive and depart		19 20
May 6, 15, 1885	Attica	Failure to depart		
Jan. 13, 1885	Between Switz City and Owensburgh.	Failure on 21.47 miles both ways.		2 93
No. 8, Apr. 4, 6, 7; May 2; June 7; No. 12, Apr. 7, 21, 1885.	Indianapolis	Failure to connect		33 84
Mar. 16, 17, 1885	Jefferson	Failure to dispatch mail	$5 00	
Jan. 17, 1885	Lake Station	Failure to depart		1 55
Feb. 11, 17, 1885	Sidell's Grove	Failure to arrive		6 48
Feb, 10, 16, 19, 1885	do	Failure to arrive and depart		
Apr. 17, 1885	Joliet	Failure to arrive		4 74
No. 2, Apr. 2, 17; No. 4, June 16, 1885.	Indianapolis	Failure to connect		12 28
Feb. 9, 10, 1885	On the route	Failure round trip		8 50
Feb. 17, 1885	Rockford	Failure to depart		
Jan. 5, 1884	Between Morning Sun and Oskaloosa.	Failure round trip		13 54
Apr. 20 to June 30, 1885	On the route	Failure on three-times-a-week service.		346 73
Feb. 19, 1885	South Lyon	Failure to arrive and depart		7 78
Feb. 16, 1885	Between South Lyon and Ann Arbor.	Failure on 15.01 miles both ways.		
Feb. 11, 1885	On the route	Failure half trip		12 96
Feb. 14, 1884	do	do		4 77

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual. compensation.	Half trip.
	RAILROAD SERVICE—continued.				
24044	Harrison Junction to Meredith	Mich	Flint & P. M.R. R.	$1, 267 53	$2 02
24054	East Saginaw to Bay Port	Mich	S. T. & Huron R. R	2, 007 96	3 20
24060	Port Huron to Almontown	Mich	Pt. H. & N. W. R. R	1, 534 75	2 45
24060	do	Mich	do		
24065	Owosso to Saint Louis	Mich	T., A. A. & N. M. R. R	2, 306 85	1 64
					3 68
24065	do	Mich	do		
24065	do	Mich	do		
24065	do	Mich	do		
24065	do	Mich	do		
26001	Saint Paul to Missoula	Minn	N. Pacific R. R.	237, 224 21	324 96
26001	do	Minn	do		
26007	SainttPaul to Duluth	Minn	St. P. & D. R. R	11, 813 95	16 18
26010	Hastings to Aberdeen and Hastings to Ipswich.	Minn	C. M. & St. P. R. R	24, 218 17	38 68
				27, 392 51	57 52
26010	do	Minn	do		
26010	do	Minn	do		
26010	do	Minn	do		
26010	do	Minn	do		
26010	do	Minn	do		
26013	Minneapolis to La Crosse	Minn	C. M. & St. P. R. R. 3	59, 973 49	
			lines R. P. O.	21, 385 50	29 29
26014	Saint Peter to Redfield	Minn	W. & St. Peter R. R	22, 786 26	36 39
26022	Wabasha to Zumbrota	Minn	C. M. & St. P. R. R	2, 583 46	4 12
26022	do	Minn	do		
26022	do	Minn	do		
26024	Mankato to Wells	Minn	do	1, 730 32	2 76
26028	Heron Lake to Pipestone	Minn	C. St. R. M. & O. R. R	2, 374 33	3 79
26028	do	Minn	do		
26050	Crookston to Saint Hilaire	Minn	St. P. M. & M. R. R	859 60	2 74
26052	Morehead to Halstead	Minn	do	1, 466 75	2 34
26052	do	Minn	do		
26053	Birch Cooley to Watertown	Minn	W. M. & Pacific R. R.	6, 957 81	11 11
27002	Cedar Rapids to Decorah	Iowa	B. C. R. & N. R. R	6, 771 70	10 81
27002	do	Iowa	do		
27002	do	Iowa	do		
27002	do	Iowa	do		
27002	do	Iowa	do		
27003	Cedar Rapids to Worthington to Pipestone to Watertown.	Iowa	B. C. R. & N. R. R	15, 911 34	25 41
				19, 974 34	31 90
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		
27003	do	Iowa	do		

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deduction.
Jan. 7, 1885	Meredith	Failure to arrive		$1 01
May 2, 1885	Bay Port	Failure to depart with mail		1 60
Feb. 16, 17, 1885	Port Huron	Failure to arrive		3 67
Feb. 12, 1885	do	Failure to depart		
Feb. 9, 10, 11, 12, 13, 14, 1885	Owosso	Failure to arrive and depart		
Feb. 9, 10, 16, 1885	Saint Louis	Failure to arrive		
Feb. 13, 17, 1885	do	Failure to depart		49 68
Feb. 11, 12, 14, 1885	do	Failure to arrive and depart		
No. 2, Mar. 5, 11; No. 4, May 2, 23, 27; June 11, 13, 26, 1885.	do	Failure to connect		
June 2, 1885	Missoula	Failure to arrive		
May 22, 1885	do	Negligence on part company's messenger to dispatch the mail.	$20 00	162 48
June 13, 1885.	Duluth	Failure to depart		8 09
Jan. 4, 10, 11, 21, 23, 24; Feb. 6, 7, 11, 12, 15, 18, 19, 20, 23; Mch. 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 1885.	Aberdeen	Failure to arrive and depart		
Jan. 1; Feb. 13, 21, 25; Mch. 25, 1885.	do	Failure to arrive		
Jan. 14, 22, 26; Feb. 2, 22, 27, 1885.	do	Failure to depart	5 00	1,546 70
Jan. 22, 1885	Hastings	Failure to arrive and depart		
June 11, 1885	Bath	Messenger failed to receive and dispatch mail.		
June 14, 1885	do	Messenger failed to dispatch the mail.		
Feb. 10, 1885	Between LaCrosse and Minneapolis.	No postal car on train No. 55 west trip.		9 76
Jan. 22, 1885	St. Peter	Failure to arrive and depart		36 39
Feb. 9, 1885	Zumbrota	Failure to arrive		
Feb. 11, 1885	do	Failure to depart		8 24
Feb. 10, 1885	do	Failure to arrive and depart		
June 2, 1885	Mankato	Failure to depart		1 38
Dec. 31, 1885	On the route	Failure round trip		
Jan. 6, 1885	Pipestone	Failure to depart		9 47
June 13, 1885	On the route	Failure half trip		2 74
Apr. 1, 1885, to June 30, 1885	do	Failure on three-times-a-week service.		
June 23, 1885	Hendrum	Negligence on the part of company's messenger to dispatch the mail	1 00	916 71
Dec. 31, 1884	Watertown	Failure to arrive		5 55
Jan. 12, 17, 22, 23; Feb. 12, 13, 18, 19, 1885.	Cedar Rapids	do		
Jan. 24, 1885	do	Failure to depart		
Feb. 9, 10, 11, 16, 17, 1885	do	Failure to arrive and depart		232 41
Jan. 16, 21, 24; Feb. 9, 13, 20, 1885.	Decorah	Failure to arrive		
Jan. 26, 27; Feb. 10, 11, 12, 16, 17, 18, 19, 1885.	do	Failure to depart		
Jan. 12, 15, 26; Feb. 16, 1885	Cedar Rapids	Failure to arrive		
Jan. 16; Feb. 9, 10, 11, 1885	do	Failure to arrive and depart		
Dec. 30, 1884	Worthington	Failure to arrive		
Dec. 31, 1884	do	Failure to depart		
Jan. 9, 12, 15, 19, 20; Feb. 28, 1885.	Pipestone	Failure to arrive		
Jan. 10, 14; Feb. 2, 24, 1885	do	Failure to depart		
Jan. 13, 16, 26; Feb, 9, 10, 11, 16, 17, 1885.	do	Failure to arrive and depart		
Jan. 1, 2, 22, 24, 27; Feb. 18, 1885.	Bet. Estherville and Pipestone.	Failure both ways		1,039 11
Jan. 17, 28, 1885	do	Failure one way		
Jan. 3, 1885	Bet. Oakland Valley and Pipestone.	do		
Jan. 23, 1885	Between Bode and Pipestone.	Failure both ways		
Feb. 12, 13, 1885	Bet. Iowa Falls and Pipestone.	do		
Feb. 14, 20, 1885	do	Failure one way		
Feb. 19, 1885	Between Garrison and Pipestone.	Failure both ways		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
27025	Calmar to Running Water	Iowa	C. M. & St. P. R. R	$38,871 47	$62 09
27031	Des Moines to Fort Dodge	Iowa	D. M. & Ft. D. R. R	6,597 65	
27036	Newton to Monroe	Iowa	C. R. I. & P. R. R	765 65	1 22
27048	Elmira to Riverside	Iowa	B. C. R. & N. R. R	999 07	1 59
	Dows to Madison to Garner	Iowa	do	1,773 27	2 83
27057	do	Iowa	do		
27057	do	Iowa	do		
27057	do	Iowa	do		
27091	New Sharon to Newton	Iowa	Central Iowa R. R	1,438 96	2 29
29006	Brinkley to Tupelo	Mo	B. and B. R. R	1,783 94	2 84
29006	do	Mo	do		
29007	Little Rock to Arkansas City	Ark	L. R. M. R. and T. R. R	7,706 77	10 55
29007	do	Ark	do		
29009	Ozan to Hope, Nashville to Hope	Ark	Ark. and La. R. R	1,356 44	1 85
29009	do	Ark	do	1,309 04	1 79
29014	Newport to Batesville	Ark	St. L. I. M. and S. R. R	1,746 40	2 78
29015	McNeil to Magnolia	Ark	T. and St. L. R. R	306 51	42
29015	do	Ark	do		
30006	Clinton to Port Hudson	La	L., N. O. and T. R. R	933 23	
30006	do	La	do		
30007	Bayou Sara to Woodville	La	W. Feliciana R. R	784 46	2 50
31007	Palestine to Laredo	Tex	I. and G. N. R. R	53,873 61	86 06
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
31007	do	Tex	do		
35009	Millbank to Wilmot	Dak	C. M. and St. P. R. R	509 53	81
	MAIL-MESSENGER SERVICE.				
60055	Orrington to railroad	Me	T. H. Crowell	140 85	22
83035	Blendon to railroad	Ohio	A. L. Huffman	65 00	20
83075	Clinton to railroad	Ohio	A. Donewith	72 00	
83398	Walbridge to railroad	Ohio	J. W. Slayman	110 40	09
83501	Grand View to New Matamoras	Ohio	O. T. Lamping	75 00	12
85034	Charlottesville to railroad	Ind	T. Decker	60 00	06
85034	Charlottesville to railroad	Ind	L. C. Lemay	71 00	07
85122	Losantville to railroad	Ind	J. Spence	104 00	16
85219	Sugar Creek to railroad	Ind	W. E. Russell	120 00	19
85249	Yountsville to railroad	Ind	B. Troutman	104 00	16
85286	Bretzville to railroad	Ind	F. Jordi	52 00	08
85289	Lakeville to railroad	Ind	G. Wilcoxen	144 00	23
87027	Bloom to railroad	Ill	M. Caldwell	60 00	10
87272	Thornton to railroad	Ill	J. Cook	84 00	13
87318	Bandow to railroad	Ill	A. Schlaeger	264 00	42
89126	Melvin to railroad	Mich	E. Thibodeau	120 00	20
89269	Shaftsburgh to railroad	Mich	A. Bacon	105 00	17
89275	New Hudson to railroad	Mich	Wm. Osborn	60 00	10
90017	Cadott to railroad	Wis	A. Schultz	150 00	24
90188	Porter's Mills to railroad	Wis	D. R. Moon	150 00	24
90199	Beaver to railroad	Wis	R. Brown	108 00	17
91019	Corra to railroad	Minn	A. Lamb	60 00	20
91035	Fridley to railroad	Minn	C. M. Locke	52 00	14
91116	Crystal to railroad	Minn	M. Gillespie	120 00	40
92128	Lovilia to railroad	Iowa	J. H. Mullen	120 00	10
92165	Norwalk to railroad	Iowa	W. Silvers	64 00	10
92196	Rosseau to railroad	Iowa	Z. C. Tipping	72 00	23
94098	Saint Peter to railroad	Mo	H. G. Hall	144 00	10
94121	Sugar Lake to railroad	Mo	J. P. Cartwright	116 00	16
94140	Irene to railroad	Mo	do	50 00	08

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions
Apr. 29, 1885	Running Water	Failure to depart		$31 04
Apr. 1, 1884, to June 30, 1885	Between Tara and Fort Dodge.	Failure to perform service		575 59
June 13, 15, 16, 1885	On the route	Failure round trip		8 54
June 27, 1885	do	Failure half trip		
June 16, 17, 1885	Elmira	Failure to arrive		1 59
Oct. 15, 1884	Between Garner and Madison.	Failure to perform service		
Jan. 2, 15, 23, 28; Feb. 4, 13, 14, 15, 17, 19, 26, 1885.	Bet. Dows and Garner.	Failure one way		240 08
Dec. 31, 1884; Jan. 16, 21,24, 26, 27; Feb. 9, 10, 11, 12, 16, 18, 1885.	do	Failure both ways		
June 13, 1885	On the route	Failure round trip		4 58
Apr. 28, 29, 1885	do	Failure half trip		11 36
Apr. 30, 1885	do	Failure round trip		
May 4, 1885	Arkansas City	Failure to arrive		10 55
May 5, 1885	do	Failure to depart		
Aug. 30, 1884	Hope	Failure to arrive and depart		2 74
May 21, 1885	Nashville	Failure to depart		
June 1, 15, 24, 1885	Newport	Failure to connect		4 17
Jan. 1, 2, 3, 4, 1885	On the route	Failure round trip		4 62
June 5, 15, 16, 1885	do	Failure half trip		
Apr. 1 to 30, 1885	Between Ethel and Port Hudson.	Failure on three times a week service.		90 41
May 1 to June 30, 1885	do	Failure on four times a week service.		
Apr. 8, 1885	Bayou Sara	Failure to arrive and depart		2 50
Apr. 23; May 27, 1885	Palestine	Failure to arrive		
May 8, 12, 1885	Laredo	do		
May 9, 11, 13, 14, 15, 16, 1885	Laredo	Failure to arrive and depart		
Apr. 22, 1885	Between Taylor and San Antonio.	Failure one way		
May 1, 1885	Between Eucinal Laredo.	do		
May 18, 1885	Between Palestine and Taylor.	do		894 12
May 28, 1885	do	Failure both ways		
May 25, 1885	Between Austin and San Antonio.	Failure one way		
May 26, 1885	Between Rockdale and San Antonio.	Failure both ways		
May 27, 1885	Between Taylor and Austin.	Failure one way		
Jan. 2, 8, 31, 1885	On the route	Failure round trip		4 86
During second quarter, 1885	do	Failure 1 trip		22
Apr. 6, 1885	do	do		20
June 19 to 30, 1885	do	Failure to perform service		2 37
During second quarter, 1885	do	Failure 1 trip		09
do	do	Failure 7 trips		84
do	do	Failure 1 trip		06
do	do	do		07
do	do	do		16
June 9, 1885	do	Failure to connect		19
During second quarter, 1885	do	Failure 2 trips		
do	do	Failure 4 trips		32
do	do	Failure 2 trips		46
June 22, 1885	do	Failure 1 trip		10
During second quarter, 1885	do	Failure to connect		13
May 30, 1885	do	Failure 1 trip		42
June 23, 1885	do	Failure 2 trips		40
During second quarter, 1885	do	do		34
do	do	Failure to connect once		10
Apr. 17, 1885	do	Failure 2 trips		48
June 6, 1885	do	Failure 1 trip		24
During second quarter, 1885	do	Failure 2 trips		34
June 26, 1885	do	Failure 1 trip		20
During second quarter, 1885	do	Failure 2 trips		28
June 10, 1885	do	Failure 1 trip		40
During second quarter, 1885	do	do		10
May 6, 1885	do	Failure 1 connection		10
June 16, 1885	do	Failure 1 trip		23
During second quarter, 1885	do	Failure 1 connection		20
do	do	Failure 2 trips		32
do	do	do		32

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STEAMBOAT SERVICE.				
99	Portland to Chebeague Island	Me	Nathan & Cleaves	$599 00	$0 95
99	do	Me	do		
16088	Jacksonville to Palatka	Fla	A. De Bary	8,800 00	14 04
21147	McConnellsville to Marietta	Ohio	Scott, Wallace & Porter	3,000 00	4 79
21147	do	Ohio	do		
21147	do	Ohio	do		
21147	do	Ohio	do		
21148	Zanesville to McConnellsville	Ohio	Jones & Stansberry	3,500 00	5 58
21148	do	Ohio	do		
44100	Portland to Astoria	Oreg	Oreg. Rwy and Nav. Co.	500 00	7 98
46098	Tahoe to Tahoe via Rowland	Cal	W. W. Lapham	5,436 21	26 26
	Remission.				
	STEAMBOAT SERVICE.				
29096	Arkansas City to Vicksburg	Ark	J. A. Scudder	2,000 00	64 10

WEEK ENDING SATURDAY,

	STAR SERVICE.				
6283	Watertown to Gardner's Corners	N. Y	W. A. Stoddard	$651 42	$1 03
6283	do	N. Y	do		
8235	Parkersburgh to Oxford	Pa	W. L. Argue	384 00	61
8241	Christiana to Christiana	Pa	do	388 00	61
8285	Pequea to Honey Brook	Pa	J. T. Gibson	287 90	45
8285	do	Pa	do		
8292	Strausstown to Womelsdorf	Pa	W. K. Balthaser	202 58	32
8334	Bucksville to Bingen	Pa	S. Anders	274 77	43
8406	Nescopeck to Slocum	Pa	F. Fink	175 00	84
8408	Moscow to Spring	Pa	J. T. Gibson	193 00	31
8447	Damascus to Rileyville	Pa	J. H. Tinsley	123 00	59
8499	Troy to Troy	Pa	J. T. Gibson	333 00	53
8500	Troy to Mansfield	Pa	W. A. Stoddard	370 00	59
8500	do	Pa	do		
8500	do	Pa	do		
8500	do	Pa	do		
8559	East Waterford to Peru Mills	Pa	E. R. Allen	170 49	27
8573	Mechanicsburgh to Etters	Pa	J. H. Berkheimer	459 00	1 47
8573	do	Pa	do		
8595	Woodvine to Constitution	Pa	V. Boreing	111 00	35
8643	Spruce Creek to Boalsburgh	Pa	J. T. Gibson	657 29	1 04
8655	Canoe Creek to Flowing Spring Station.	Pa	W. L. Argue	84 00	
8686	Somerset to West Newton	Pa	W. A. Stoddard	1,420 00	2 26
8710	Indiana to Indiana	Pa	J. A. Sharpe	671 82	1 07
8796	Hayes Station to Beamville	Pa	W. A. Stoddard	310 00	28
8818	Lock Haven to Bellefonte	Pa	W. W. Allison	775 00	1 23
8851	Brookville to Clarion	Pa	A. B. Smith	440 00	70

fiscal year ending June 30, 1886—Continued.

JULY 25, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 29, 1885	Portland	Failure to depart	.....	$1 00
April 29, 1885	Chebeague Island	Failure to arrive		
During second quarter, 1885	La Vista	Failure to supply	$50 00	
April 1, 27, 1885	McConnellsville	Failure to arrive	.....	19 16
April 2, 8, 1885	do	Failure to depart		
April 10, 1885	Marietta	Failure to arrive		
April 16, 22, 1885	do	Failure to arrive and depart		
April 28, 1885	McConnellsville	Failure to arrive	.....	11 16
April 1, 27, 1885	do	Failure to arrive and depart		
Jan. 30 to June 30, 1885	Tryon	Failure to supply	113 30	
June 5, 1885	On the route	Failure 1 trip	.....	26 26

Remit $32 05 the deduction noted in report for week ended July 11, 1885, it having been shown by a corrected register of the postmaster at Arkansas City that there was no failure to arrive in the week ended June 6, 1885, he having omitted to make the entry through mistake; and that full number of trips were performed during the quarter.

AUGUST 1, 1885, INCLUSIVE.

April 3, 10, 16, 20, 21, 23, 25, 1885	Watertown	Failure to arrive and depart	.....	$18 54
April 9, 10, 14, 15, 17, 21, 22, 23, 24, 27, 1885.	Gardner's Corners	do		
April 4, 1885	On the route	Failure total	.....	1 22
April 1, 2, 3, 8, 23, 1885	Kirkwood	Failure to connect	.....	2 44
April 1, 2, 7, 10, 11, 13, 15, 17, 20, 22, 24, 27, 29; May 1, 4, 6, 8, 13, 15, 17, 1885.	Mast	Failure to supply both ways	$6 20	
April 3, 4, 6, 8, 9, 14, 16, 18, 21, 22, 23, 25, 30; May 2, 5, 7, 9, 11, 12, 14, 16, 25, 1885.	do	Failure to supply one way		
July 1 to 24, 1885	Shubert	Failure to supply on return trip.	1 89	
April 2, 4, 8, 11; May 1, 2, 6, 7, 30, 1885.	Bingen	Failure to connect	.....	
April 4, 1885	On the route	Failure on 14 miles	.....	1 30
Feb. 16; Mar. 20, 21, 1885	do	Failure on 4 miles both ways	.....	1 24
April 4, 1885	do	Failure total	.....	1 18
do	do	do	.....	1 06
April 1, 3, 6, 8, 10, 13, 15, 17, 1885	Mansfield	Failure to depart	.....	9 44
April 2, 4, 7, 9, 11, 14, 16, 18, 1885	do	Failure to arrive		
do	Troy	Failure to depart		
April 1, 3, 6, 8, 10, 13, 15, 17, 1885	do	Failure to arrive		
April 1 to June 30, 1885	E. Waterford to McCulloch's Mills.	Failure on 4 miles	.....	26 74
May 1, 4, 6, 8, 11, 13, 15, 18, 20, 22, 25, 27, 29, 1885.	Etters	Failure to connect	.....	19 11
June 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 1885.	do	do		
May 28, 30; June 2, 1885	On the route	Failure on 3½ miles both ways	.....	1 33
April 4, 1885	Boalsburgh	Failure to arrive	.....	1 06
April 1 to 15, 1885	On the route	Failure total	.....	3 46
June 8 to 30, 1885	do	Employment of carrier of intemperate habits, whom the subcontractor had been instructed to discharge.	5 00	.....
April 16, 17, 1885	do	Failure half trip each	.....	2 14
April 1 to June 30, 1885	Lebanon Church	Failure to visit and supply way on three of the weekly trips between Hayes Station and Lebanon Church.	9 75	.....
Jan. 3, 10, 16, 17, 19, 20, 21, 22, 23, 24, 31; Feb. 7, 14, 21, 26, 28; Mar. 7, 1885.	Mackeyville	Failure to supply one way	1 70	.....
April 4, 7, 8, 10, 11, 15, 16, 17, 1885.	Brookville	Failure to connect	.....	2 80

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
8855	Punxsutawney to Brookville	Pa	J. Hutchinson	$670 00	$1 07
8861	New Buffalo to Mahoning	Pa	S. S. Calhoun	834 70	1 33
8866	Clarion to West Millville	Pa	V. Boreing	658 00	1 05
8866	do	Pa	do		
8918	Smith's Ferry to Burgettstown	Pa	W. A. Stoddard	610 00	97
8918	do	Pa	do		
8985	Clokey to West Newton	Pa	J. H. Tinsley	733 00	1 17
9042	Somerset to Hooversville	Pa	J. B. Colegrove	820 00	1 30
9042	do	Pa	do		
9198	New Paris to Scalp	Pa	do	344 00	1 10
9198	do	Pa	do		
10103	Baltimore to Powhatan	Md	J. H. Wilson	261 00	
10233	Avenel to Washington	Md	J. B. Colegrove	420 00	22
10258	Upper Marlborough to Prince Fredericktown.	Md	E. H. Sansbury	864 00	1 38
10282	Darlington to Havre de Grace	Md	W. H. Smith	352 50	56
10282	do	Md	do		
10335	Fallston to Perry Hall	Md	F. S. Smith	386 00	61
11276	Martinsville to Rocky Mount	Va	E. Parr	676 00	1 08
11286	Danville to Spring Garden via Malmaison.	Va	R. E. Lee	192 03	92
11295	Old Town to Mouth of Wilson	Va	C. M. Snodgrass	366 00	1 17
11295	do	Va	do		
11328	Shansville to Allegheny.	Va	Davis & Moore	131 98	63
15333	Hawkinsville to Sycamore	Ga	G. A. McLean	318 00	3 05
15337	Byron to York	Ga	C. Wellens	130 00	62
15340	Montezuma to Snow	Ga	J. H. King	200 00	96
15362	Gum Creek to Tifton	Ga	C. C. Morse	623 00	2 99
15366	Abbeville to Irwinville	Ga	B. F. Tomlin	350 00	1 68
15413	Albany to Moultrie	Ga	S. D. Castleman	416 00	2 00
15435	Valdasta to Belleville	Ga	do	247 00	1 18
15458	Folkston to Satell Bluff	Ga	J. D. Emerson	1,600 00	2 55
17125	Scottsborough to Guntersville	Ala	T. J. Coffee	617 00	1 97
17127	Scottsborough to Fort Payne	Ala	N. C. May	390 00	1 87
17140	Russellville to Pikeville	Ala	Allen & Haley	208 00	2 00
17140	do	Ala	do		
17151	Hartsville to Moulton	Ala	G. C. Brassfield	888 00	1 41
17171	Fort Payne to Ten Broeck	Ala	do	205 73	98
17176	Centre to Summerville	Ala	R. R. McKnight	597 00	1 91
17176	do	Ala	do		
17178	Centre to Cave Spring	Ala	D. C. Daniel	180 00	86
17185	Hamilton to Hayes	Ala	Allen & Haley	192 11	92
17185	do	Ala	do		
17189	Cullman to Houston	Ala	W. C. Blackwell	274 00	1 31
17189	do	Ala	do		
17190	Cullman to Warrenton	Ala	Allen & Haley	364 00	1 75
17190	do	Ala	do		
17192	Blount Springs to Bremen	Ala	V. Forester	340 00	1 08
17193	Blount Springs to Valley Springs	Ala	do	150 00	72
17213	Fayette C. H. to Tuscaloosa	Ala	G. W. Powell	460 00	2 21
17213	do	Ala	do		
17221	Jasper to Warrior Station	Ala	J. T. Love	975 00	1 55
17221	do	Ala	do		
17222	Jasper to Houston	Ala	W. C. Blackwell	520 00	32

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 1, 2, 3, 4, 7, 8, 10, 11, 12, 14, 15, 16, 17, 18, 22; May 15, 20, 1885.	Brookville	Failure to connect		$9 63
April 15, 22; May 6, 15, 16, 18, 21, 22, 26, 27; June 2, 8, 15, 27, 30, 1885.	Mahoning	do		9 97
April 4, 1885	Clarion	Failure to arrive and depart		3 15
April 4, 11, 1885	West Millville	do		
April 7, 9, 11, 16; May 18, 1885	On the route	Failure on 9½ miles		4 13
April 4, 1885	do	Failure on 1½ miles		
April 4, 6; May 30, 31, 1885	do	Failure on 14 miles both ways		10 92
April 10, 1885	do	Failure total		26 00
April 11, 13, 14, 15, 18, 20, 25; May 29, 1885.	Hooversville	Failure to arrive and depart		
Feb. 17, 1885	On the route	Failure on 12 miles both ways		2 45
April 4, 1885	do	Failure on 7 miles both ways		
During second quarter, 1885	Powhatan	Failure to arrive in schedule time,	$7 80	
April 27, 28, 1883	Avenel	Failure to arrive and depart		1 10
May 18, 1885	Upper Marlborough.	do		1 38
May 8, 12, 19, 25, 30; June 3, 1885.	Havre de Grace	Failure to connect	13 00	3 36
April 1, 2, 3, 4, 7, 8, 9, 10, 14, 15, 18, 21, 22, 24, 25, 27; May 1, 2, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 16, 18, 19, 21, 22, 23, 25, 27, 28, 29, 30; June 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30, 1885.	Darlington	Failure to arrive in schedule time.		
May 18, 1885	On the route	Failure total		2 44
July 11, 1884	Martinsville	Failure to arrive and depart		1 08
April 1; May 2; June 3, 1885.	Malmaison	Failure to connect		2 76
May 29; June 1, 1885	Old Town	Failure to arrive and depart		5 85
April 18; May 28, 30, 1885	Mouth of Wilson	do		
May 28, 30, 1885	On the route	Failure total		2 52
June 10, 12, 17, 19, 24, 26; July 1, 3, 1885.	Wolf Creek	Failure to supply one way	5 00	
During second quarter, 1885	On the route	Failure and refusal to observe the schedule in the performance of the service.	5 00	
May 19, 1885	Snow	Wet mail	1 00	
After Apr. 15, 1885	On the route	No service appears to have been performed.		130 07
June 3, 1885	Irwinville	Failure to arrive and depart		1 68
Apr. 17; June 26, 1885	On the route	do		4 00
Apr. 8, 1885	Belleville	do		1 18
May 25, 1885	Folkston	do		2 55
Jan. 19, 21, 1885	On the route	Failure round trip		7 88
May 30, 1885	Fort Payne	Failure to arrive and depart		1 87
Apr. 3, 4, 1885	On the route	Failure on 33 miles both ways.		7 44
May 29, 30, 1885	do	Failure round trip		
Apr. 4, 11; June 22, 1885.	Hartsville	Failure to arrive and depart		4 23
May 29, 1885	On the route	Failure round trip		1 95
May 22–28, 1885	do	do	2 00	3 82
May 18, 1885	Cedar Bluff	Wet and damaged mail		
During second quarter, 1885	On the route	Failure to observe schedule in the performance of the service.	5 00	
Apr. 3; May 29, 1885	do	Failure round trip		4 60
Apr. 26, 1885	do	Failure half trip		
Apr. 18, 25; May 27, 29, June 13, 1885.	do	do		8 19
June 23, 1885	do	Failure on 22 miles		
Apr 17, 1885	do	Failure half trip		2 60
June 16 1885	do	Failure on 9 miles		
May 27, 28, 1885	do	Failure on 21 miles both ways		2 06
May 29; June 1, 1885	do	Failure on 10 miles both ways		1 52
Apr. 18 to June 5, 1885	do	Failure to perform service		93 97
Apr. 14; June 16, 20, 1885	do	Failure round trip		
May 27, 1885	do	Failure on 25 miles both ways		5 29
May 28, 1885	do	Failure on 31 miles		
Apr. 2, 4, 16; May 26, 28, 1885.	do	Failure on 6½ miles both ways		3 20

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
17225	Jasper to Gamble	Ala	W. C. Blackwell	$274 00	$1 31
17226	York to New Lexington	Ala	J. B. Colegrove	219 00	2 10
17226	.....do	Ala	do		
17231	Jonesborough to Hayes Station	Ala	J. J. Campbell	358 00	1 72
17233	Toad Vine to Hayes	Ala	M. T. Craft	103 00	99
17233	.....do	Ala	.....do		
17264	Carrollton to Columbus	Ala	Z. T. Carpenter	1,280 00	2 04
17275	Tuscaloosa to Jasper	Ala	J. J. Campbell	640 00	3 07
17270	Samantha to Handy	Ala	C. C. Morse	193 00	1 85
17277	Columbiana to Wolf	Ala	J. B. Bradley	333 84	1 60
17278	Keelena to Bridgeton	Ala	C. C. Morse	183 00	87
17280	Childersburg to Marble Valley	Ala	M. A. Moore	373 29	1 19
17283	Renfroe to Kelly's Creek	Ala	C. C. Morse	128 00	1 23
17287	Sycamore to Rockford	Ala	J. J. Campbell	440 12	1 41
17288	Talladega to Bledsoe	Ala	.....do	135 00	1 29
17300	Wedowee to Chulafinnee	Ala	R. B. Craft	651 00	1 03
17300	.....do	Ala	.....do		
17300	.....do	Ala	.....do		
17326	Rockford to Marble Valley	Ala	G. C. Brassfield	342 00	1 64
17333	West Point to Roanoke	Ala	C. C. Morse	1,230 00	1 96
17333	.....do	Ala	.....do		
17333	.....do	Ala	.....do		
17333	.....do	Ala	.....do		
17353	Wetumpka to Rockford	Ala	J. J. Campbell	425 00	2 04
17355	Wetumpka to Ware	Ala	.....do	192 00	92
17360	Butler to Melvin	Ala	G. W. Chambers	206 00	1 98
17363	Waynesborough to Melvin	Ala	do	581 00	1 85
17368	Linden to Grove Hill	Ala	G. B. Wright	1,600 75	2 55
17386	Fort Deposit to Minter	Ala	J. W. Jones	678 12	2 17
17415	Suggsville to Cherry	Ala	J. W. Portis	289 00	1 38
17427	Aberdeen to Hamilton	Ala	Allen & Haley	1,018 79	3 22
17429	Mount Pleasant to Nero	Ala	P. R. Schnebly	89 00	85
17434	Greenville to Andalusia	Ala	W. F. Hansberger	1,043 00	3 33
17434	.....do	Ala	.....do		
17435	Greenville to Rutledge	Ala	J. A. Jones	782 00	1 24
17435	.....do	Ala	.....do		
17437	Pigeon Creek to Mount Ida	Ala	G. D. Moore	543 00	1 74
17440	Rutledge to Troy	Ala	J. J. Campbell	550 00	1 76
17441	Rutledge to Letohatchee	Ala	J. W. Farmer	840 00	2 69
17442	Rutledge to Cook's Stand	Ala	J. J. Campbell	137 00	43
17443	Rutledge to Elba	Ala	.....do	560 00	1 79
17450	Troy to Elba	Ala	C. M. Cox	994 00	1 58
17450	.....do	Ala	.....do		
17450	.....do	Ala	.....do		
17453	Midway to Indian Creek	Ala	I. Smith	209 00	66
17456	Union Springs to Hector	Ala	J. J. Campbell	275 00	1 32
17461	Eufaula to Abbeville	Ala	.....do	1,000 00	1 59
17461	.....do	Ala	.....do		
17461	.....do	Ala	.....do		
17464	Louisville to Barnes' Cross Roads	Ala	.....do	400 00	1 28
17479	Evergreen to Andalusia	Ala	C. C. Morse	1,630 00	2 61
17482	Andalusia to Shirley	Ala	J. J. Campbell	165 00	79
17484	Andalusia to Green Bay	Ala	T. L. Sellers	239 00	76
17484	.....do	Ala	.....do		
17488	Elba to Argyle	Ala	C. C. Morse	870 00	4 18
17492	Ozark to Geneva	Ala	J. N. Sansbury	549 00	1 75
17492	...do	Ala	.....do		
17520	Daphne to Millview	Ala	M. A. Moore	548 00	
17524	Fort Gaines to Columbia	Ala	R. B. Craft	997 00	1 59
17532	Omaha to Graham	Ala	E. A. Ragan	155 07	74
17540	Brooklyn to Georgiana	Ala	W. F. Hansberger	424 00	2 03
19297	Tollett to Spring City	Tenn	W. B. Catching	198 00	95
20413	Robinson Creek to Pine Top	Ky	J. A. Craft	260 00	1 25
20478	Williamsburgh to Carpenter	Ky	G. D. Moore	191 99	92
20478	do	Ky	.....do		
21151	Cincinnati to Miami	Ohio	J. J. Ennis	265 00	42
21371	Norwalk to Steuben	Ohio	J. R. Tupper	391 00	62
21460	Walhonding to Black Creek	Ohio	W. Young	139 00	66
21488	Ashland to New London	Ohio	J. R. Tupper	424 00	67
21525	Fleming to Bartlett	Ohio	J. D. Smith	544 89	87
21527	New Matamoras to Marietta	Ohio	J. R. Tupper	677 66	2 17
21527	.....do	Ohio	.....do		
21527	.....do	Ohio	.....do		
21527	.....do	Ohio	.....do		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 7, 1885	Jasper	Failure to arrive and depart		$1 31
May 29, 1885	On the route	Failure on 26 miles both ways.		3 77
Apr. 4, 1885	do	Failure on 2¾ miles		
May 29, 1885	do	Failure on 28 miles both ways		3 21
May 21, 1885	do	Failure on 12 miles both ways.		3 23
May 29, 1885	do	Failure round trip		
May 8, 23. 27, 1885	Columbus	Failure to connect		3 06
May 29, 1885	On the route	Failure round trip		6 14
May 14, 1885	do	do		3 70
May 26, 29, 1885	do	Failure on 5¼ miles		1 05
May 29, 1885	do	Failure round trip		1 74
May 27, 29, 1885	do	Failure on 5½ miles both ways		1 34
June 27, 1885	do	Failure half trip		1 23
Apr. 10, 1885	do	Failure on 22¼ miles		2 39
May 29, 1885	do	Failure round trip		2 58
May 15, 1885	do	Failure on 5 miles both ways		3 27
May 29, 1885	do	Failure on 8 miles both ways		
May 30, 1885	do	Failure round trip		
June 8; Apr. 18, 1885	do	do		6 56
May 28, 1885	West Point	Failure to arrive		3 92
May 29, 1885	do	Failure to depart		
do	Roanoke	Failure to arrive and depart		
May 27, 1885	On the route	Failure half trip		2 04
May 30; June 20, 1885	do	do		1 84
Apr. 10, 1885	do	Failure round trip		3 96
Apr. 9, 1885	do	do		3 70
May 30, 1885	do	Failure half trip		2 55
Apr. 8, 1885	do	do		2 17
Apr. 11, 1885	do	do		1 38
May 26, 1885	do	do		3 22
May 9, 30. 1885.	do	Failure round trip		1 70
May 20; June 1, 12, 1885	Greenville	Failure to arrive and depart		16 65
Apr. 30, 1885	Andalusia	do		
May 30, 1885	On the route	Failure on 14 miles both ways		3 17
June 10, 1885	do	Failure on 18 miles both ways		
May 5, 1885	do	Failure on 10½ miles both ways		1 37
Apr. 8; May 22; June 1, 15, 1885.	do	Failure half trip		7 04
May 30, 1885	do	do		2 69
May 8, 19, 22, 24, 1885	do	Failure round trip		3 44
May 20, 22, 1885	do	do		7 16
Apr. 8, 17, 1885	Troy	Failure to arrive		5 53
Apr. 18, 1885	do	Failure to depart		
May 2; June 1, 1885	Elba	Failure to arrive and depart		
Jan. 24; May 30, 1885	On the route	Failure half trip		1 32
May 30, 1885	do	Failure on 12½ miles both ways		1 60
May 11, 1885	Abbeville	Failure to arrive		
May 12, 1885	do	Failure to depart	$5 00	1 59
May 19: June 12, 1885	On the route	Wet and damaged mail		
Apr. 22, 24, 1885	Barnes' Cross Roads.	Failure to arrive and depart		2 56
Apr. 8, 1885	On the route	Failure round trip		5 22
Apr. 9; May 25, 1885	Andalusia	Failure to arrive and depart		1 58
Apr. 8, 1885	On the route	Failure round trip		2 28
June 5, 1885	do	Failure half trip		
Apr. 10, 1885	Elba	Failure to arrive and depart		4 18
Apr. 10, 1885	Geneva	Failure to arrive		1 75
Apr. 11, 1885	do	Failure to depart		
During second quarter, 1885.	On the route	Failure to perform service		137 00
Apr. 2, 1885	Fort Gaines	Failure to arrive and depart		1 59
Mar. 28, 1885	On the route	Failure round trip		1 48
Apr. 8; May 25, 1885	Georgiana	Failure to arrive and depart		4 06
May and June, 1885	Tollett	Failure of P. M. to furnish evidence of service.		16 50
During second quarter, 1885.	On the route	Failure to perform service		65 00
May 9, 30, 1885	do	Failure to total		6 69
Apr. 7, 18, 21, 1885	do	Failure on 12 miles		
During second quarter, 1885.	Miami	Habitual late arrivals	5 00	
May 30, 1885	On the route	Failure round trip		1 24
Apr. 3, 1885	do	do		1 98
May 30, 1885	do	do		1 34
Feb. 15 to June 30, 1885	Between Fleming and Barlow.	Failure to perform service		57 31
May 8, 9, 1885	On the route	Failure round trip		7 59
May 13, 1885	New Matamoras	Failure to depart		
May 14, 1885	do	Failure to arrive		
May 13, 1885	Marietta	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
21544	Senecaville to Sarahsville	Ohio	W. A. Underwood	$270 00	$0 86
21544	do	Ohio	do		
21568	Cadiz to Saint Clairsville	Ohio	J. Patterson	498 00	79
21569	Bowenston to Sherods	Ohio	C. W. Underwood	260 00	41
21595	Columbiana to Youngstown	Ohio	J. Patterson	449 00	71
21609	Massillon to Kochs	Ohio	J. R. Tupper	524 00	83
21642	West Salem to Plimpton	Ohio	C. W. Underwood	$540 00	$1 73
21646	Wooster to Creston	Ohio	W. F E. Steel	399 00	63
21724	De Graff to Urbana	Ohio	J. D. Emerson	654 76	1 04
21734	Seth to New Carlisle	Ohio	J. A. Nichols	345 00	54
22254	Elkinsville to Cuthbert	Ind	Kinser & Clendennin	264 00	1 26
22256	Elkinsville to Nashville	Ind	G. Elkins	118 00	56
24100	Detroit M. M. and Transfer Service	Ind	R. Y. Woolief	5,798 00	
24213	Hastings to Lowell	Mich	E. R. Rogers	1,394 78	2 22
24213	do	Mich	do		
24230	Berlin to Big Spring	Mich	W. H. Smith	149 00	
24280	Lapeer to Five Lakes	Mich	S. Stone	208 20	33
24285	Kenockee to Atkins	Mich	A. W. Wood	225 00	35
24285	do	Mich	do		
24304	Port Sanilac to Richmondville	Mich	J. Main	300 00	47
24305	Port Sanilac to Carsonville	Mich	J. B. Colegrove	392 00	31
24318	Sickels to Ithaca	Mich	R. C. Haight	225 00	72
24328	Crystal to Vestaburgh	Mich	W. H. Smith	233 00	74
24342	Pent Water to Lincoln	Mich	J. B. Colegrove	638 00	1 01
24355	Porter to Midland	Mich	do	130 00	1 25
24363	Sebewaing to Bad Axe	Mich	do	465 00	2 23
24377	Manistee to Bear Lake	Mich	E. F. Warren	897 00	1 43
24377	do	Mich	do		
24382	Vogel Centre to Cadillac	Mich	J. B. Colegrove	460 00	4 42
24392	Traverse City to Northport	Mich	W. F. Steele	392 00	1 25
24392	do	Mich	do		
24397	Frankfort to Traverse City	Mich	R. A. Campbell	500 00	1 60
24402	Elk Rapids to Eastport to Charlevoix.	Mich	D. Blakely	551 36 324 32	88 1 03
24407	Alba to East Jordan	Mich	J. B. Colegrove	288 00	1 38
24407	do	Mich	do		
24414	Boyne Falls to Boyne to Charlevoix	Mich	do	502 45	40
24414	do	Mich	do		
24414	do	Mich	do		
24419	Harbor Spring to Bliss	Mich	J. Harban	397 98	1 90
24436	Houghton to Eagle Harbor	Mich	J. B. Colegrove	1,999 00	3 18
24436	do	Mich	do		
24437	Phœnix to Delaware Mine	Mich	do	420 00	67
24437	do	Mich	do		
24437	do	Mich	do		
24437	do	Mich	do		
24438	Delaware Mine to Copper Harbor	Mich	R. Dorocher	375 00	1 20
24438	do	Mich	do		
24461	Prairieville to Richland	Mich	W. H. Smith	381 44	60
24462	Gull Lake to Richland	Mich	J. R. Choppell	155 00	49
24477	White Fish Point to Sault Ste. Marie	Mich	A. J. Smith	449 00	18 70
24486	Watersmeet to Rockland	Mich	R. Chynoweth	1,190 00	1 89
24486	do	Mich	do		
24486	do	Mich	do		
24487	Brampton to Manistique	Mich	W. H. Smith	3,390 00	5 41
24487	do	Mich	do		
24487	do	Mich	do		
24487	do	Mich	do		

fiscal year ening June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Apr. 16, 1885	Sarahsville	Failure to depart		
Apr. 18, 1885	do	Failure to arrive and depart		$1 29
Apr. 1, 2, 3, 4, 1885	Shepardstown	Failure to supply both ways		1 36
Apr. 14, 15, 17, 1885	Bowenston	Failure to arrive and depart		1 23
Apr. 1, 6, 11, 1885	On the route	Failure round trip		6 39
Apr. 8, 1885	do	do		1 66
Apr. 3, 4, 1885	On the route	Failure on 14 miles both ways		1 67
Apr. 7, 14, 1885	Canaan	Failure to supply		1 00
May 30, 1885	On the route	Failure round trip		2 00
May 30, 1885	do	do		1 08
Apr. 4; May 30; June 6, 1885	do	Failure on 9 miles		5 25
Apr. 18, 1885	do	Failure total		1 12
Apr. 10, 1885		Failure to take mail to G. W. Div. of G. T. Rwy. for train No. 12, and to call at post-office for C. S. Div. M. C. Rwy. train No. 8, leaving at 5 P. M.		8 00
June 20, 23, 1885	Hasting	Failure to connect		
Sune 22, 24, 1885	Lowell	do		4 44
July 1, 1883, to June 30, 1885		Running this as a round route omitting the offices of Wright and Pleasant on the return trip, thereby reducing distance 4 miles on each round trip.		59 77
May 19, 1885	Five Lakes	Failure to arrive and depart		1 00
Apr. 20, 22, 28, 30, 1885	Kenockee	do		
Apr. 8, 10, 14, 16, 18, 1885	Atkins	do		3 15
May 27, 1885	Forester	Carrier forgot mail-bag	$1 00	
Feb. 9, 10, 11, 12, 13, 16, 17, 1885	On the route	Failure 414 round trips		2 63
Mar. 25 to June 30, 1885	Between North Star and Ithaca.	Failure on 5½ miles		30 31
May 26, 1885	Vestaburgh	Carrier took mail from office and afterward delivered it to an unsworn and unauthorized person, who made the trip.	1 00	
Apr. 27; May 6, 1885	Pent Water	Failure to arrive and depart		3 03
Apr. 24, 1885	Midland	do		1 25
Apr. 7, 8, 10, 11, 14, 15, 1885	On the route	Failure on 23 miles both ways		9 92
May 9; June 8, 1885	Purport	Failure to connect		
May 30, 1885	Manistee	Failure to arrive		2 15
Apr. 24, 25, 1885	On the route	Failure round trip		8 84
Apr. 6, 1885	Traverse City	Failure to arrive		
Apr. 7, 1885	do	Failure to depart		1 25
Apr. 6–8, 1885	On the route	Failure round trip		3 20
Apr. 7, 1885	Charlevoix	Failure to arrive and depart		1 03
Apr. 24, 25, 1885	On the route	Failure on 13 miles both ways		
Apr. 28, 29; May 1, 2, 1885	do	Failure round trips		7 22
Apr. 8, 1885	Boyne to Charlevoix.	Failure round trip		
Apr. 20, 1885	Boyne	Failure to arrive	50 00	3 17
June 16, 1885	On the route	Lost mail pouch overboard		
Apr. 21, 22, 1885	do	Failure round trip		3 80
Jan. 1, 1885	Eagle Harbor	Failure to depart		
Apr. 7, 1885	do	Failure to arrive		3 18
Apr. 11, 1885	Phœnix	Failure to arrive and depart		
May 6, 21, 1885	do	Failure to depart		
Apr. 6, 21, 1885	Delaware Mine	Failure to arrive		2 68
Apr. 7, 22, 1885	do	Failure to depart		
Mar. 21, 1885	Copper Harbor	Failure to arrive and depart		
Apr. 3, 23, 1885	On the route	Failure round trips		6 00
Feb. 9, 10, 11, 14, 1885	do	Failure round trip		4 80
Feb. 9, 11, 13; Mar. 9, 1885	do	Failure round trips		3 92
During 2 quarters, 1885	Bay Mills	Failure to supply		38 06
Apr. 14, 21, 1885	Watersmeet	Failure to arrive		
Apr. 15, 1885	do	Failure to depart		3 78
Apr. 22, 1885	Rockland	Failure to arrive		
April 1, 2, 1885	Brampton	Failure to arrive		
April 2, 3, 1885	do	Failure to depart		21 64
April 1, 2, 1885	Manistique	Failure to arrive		
April 2, 3, 1885	do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
24497	Sault Ste. Marie to Saint Ignace	Mich	M. A. Moore	$4,110 00	$6 55
24497	do	Mich	do		
24497	do	Mich	do		
24497	do	Mich	do		
24497	do	Mich	do		
24497	do	Mich	do		
24497	do	Mich	do		
24500	Detour to Scammon	Mich	G. D. Moore	399 00	1 91
24501	Escambia to Garden	Mich	Harris & English.	775 00	1 23
24501	do		do		
26108	Ellington to Claremont	Minn	A. H. Sanborn	141 00	67
26108	do	Minn	do		
26228	Stillwater to Saint Croix Falls	Minn	L. H. Warren	1,485 00	
27441	Dennison to Charter Oak	Iowa	E. M. Hardin	240 00	76
29180	Radical to Galena	Ark	J. H. McCallie	115 48	1 10
30109	Covington to Shady	La	J. J. Campbell	268 00	2 57
30115	Amite City to Clinton	La	Z. T. Burnett	1,660 00	2 64
				1,092 00	2 65
30116	Tangipahoa to Palestine	La	J. Q. Braunfield	238 00	1 14
30122	Raceland to Orange City	La	H. C. Birdsall	824 21	1 82
					40
30149	New Iberia to Abbeville	La	G. E. Lyons	800 00	1 27
30155	Edgerly to Merryville	La	J. B. Colegrove	396 95	3 81
30155	do	La	do		
30155	do	La	do		
30156	Lake Charles to Sugartown	La	do	724 00	3 48
30156	do	La	do		
30156	do	La	do		
30161	Rayne to Church Point	La	D. M. Bull	221 65	1 06
30172	Bayou Chicot to Babb's Bridge	La	E. P. Guidey	185 00	1 77
30179	Pineville to Harrisburg	La	W. M. Head	1,350 00	4 30
30182	Alexandria to Leesville	La	B. Magoffin	1,330 00	425
30182	do	La	do		
30182	do	La	do		
30182	do	La	do		
30183	Alexandria to Marksville	La	J. J. Campbell	280 00	1 34
30190	Burr's Ferry to Columbus	La	H Burr	234 00	2 25
30191	Burr's Ferry to Merryville	La	do	244 80	2 35
30191	do	La	do		
30191	do	La	do		
30194	Colfax to Montgomery	La	J. B. Colegrove	128 00	1 23
30205	Marthaville to East Hamilton	La	V. Boreing	672 00	2 15
30209	Keatchie to Center	La	J. W. McCullah	634 00	3 04
30215	Shreveport to Love's Lake	La	J. J. Campbell	1,302 00	4 16
30512	do	La	do		
30512	do	La	do		
30226	Homer to Sikes Ferry	La	do	157 55	1 50
30236	Farmersville to Homer	La	do	1,212 56	84
					2 18
30244	Oak Ridge to Girard	La	B. Magoffin	430 00	68
30247	Monroe to Columbia	La	J. J. Campbell	1,200 00	1 90
30247	do	La	do		
30254	Vernon to Winfield	La	B. T. Smith	499 00	2 39
30254	do	La	do		
30225	Winnfield to Montgomery	La	A. E. Boone	1,314 00	2 09
30260	Columbia to Castor Sulphur Springs	La	J. J. Campbell	147 00	1 41
30262	Columbia to Davis	La	do	282 16	1 36
30263	Columbia to Vernon	La	J. J. Mc Keithen	598 00	2 87
30263	do	La	do		
30263	do	La	do		
30263	do	La	do		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 22, 1885	Saint Ste. Marie	Failure to depart		
June 1, 1885	do	Failure to arrive		
April 7, 22, 23, 27, 1885	Saint Ignace	do		
May 5; June 1; 1885	do	do		
April 23, 24, 25, 1885	do	Failure to depart	$20 00	$36 02
April 27, 1885	Strongville	Threw off and left part of the mail in order to take passengers.		
April 30, 1885	Pine River	Left part of the mail		
During two quarters, 1885	On the route	Failure four round trips		15 28
April 8, 9; May 8; 1885	Garden	Failure to arrive		
April 10, 1885	do	Failure to depart		2 46
June 2, 1885	Claremont	Failure to arrive and depart		
During two quarters, 1885	Ellington	Failure to observe schedule	2 00	67
Dec. 8, 1884	Fighting Corners	For violation of the order of this office to cease collecting mail at or near a place called Fighting Corners.	20 00	
June 6, 1885	On the route	Failure total		1 52
April 24, 1885	do	Failure total		2 20
April 6, 1885	do	Failure on 16 miles		2 34
April 9, 10, 11, 1885	do	Failure on 26 miles		10 83
April 3, 1885	Tangipahoa	Failure to arrive and depart		1 14
April 1; May 31; 1885	Orange City	Failure to arrive and depart on 3 times-a-week service, except 1 arrival and 1 departure.		137 25
March 1, to June 7, 1885	Grand Marais	Failure to supply	40 00	
April 10, 1885	Edgerly	Failure to arrive and depart		
April 23, 1885	Merryville	Failure to depart		7 62
April 25, 1885	do	Failure to arrive		
April 22, 25, 1885	Lake Charles	Failure to arrive		
April 23, 27, 1885	do	Failure to depart		13 92
April 7, 1885	Sugartown	Failure to arrive and depart		
May 8, 1885	Church Point	Failure to arrive and depart		1 06
April 24, 1885	On route	Failure on 10 miles		1 41
April 14, 23, 29, 1885	Between Pineville and Big Creek.	Failure on 17 miles		7 22
April 24, 1885	Leesville	Failure to depart		
April 25, 1885	do	Failure to arrive	2 50	4 25
April 23, 1885	Alexandria	Wet mail		
May 1, 15, 22, 29, 1885	On the route	Failure total		10 72
May 25, 1885	do	Failure on 19 miles		2 44
April 2, 9, 16, 30, 1885	do	Failure on 16 miles		
May 21, 1885	do	Failure on 25 miles		1 700
April 23, 1885	do	Failure total		
April 25, 1885	do	Failure on 12½ miles		1 70
April 24, 1885	do	Failure total		4 30
April 24, 1885	Between Bermuda and Center.	Failure on 9 miles		1 50
May 8, 1885	Between Shreveport and Bayou La Chute.	Failure on 34½ miles		
April 2; May 12, 14, 16, 19, 23, 30, 1885.	Shreveport	Failure to arrive		32 61
April 1; May 11, 13, 18, 22, 29, 1885.	do	Failure to depart		
April 22, 1885	Between Blackburn and Sikes Ferry.	Failure on 12 miles		1 63
April 13; May 27, 1885	Between Shiloh and Lisbon.	Failure on 18 miles on the 3 times-a-week part of the route.		5 06
May 12, 1885	On the route	Failure total		2 77
April 16, 23, 1885	Between Monroe and Cuba.	Failure on 18 miles	2 50	3 67
April 5, 1885	Columbia	Wet and damaged mail		
April 10, 1885	On the route	Failure on 5 miles		
April 24, 1885	do	Failure on 11 miles		1 82
April 23, 1885	do	Failure on 27 miles		3 76
April 7, 1885	do	Failure on 11 miles		1 41
April 9, 23, 1885	Davis	Failure to arrive and depart		2 76
April 8, 1885	Columbia	Failure to arrive		
April 9, 1885	do	Failure to depart		10 13
April 23, 1885	On the route	Failure on 36 miles		
April 28, 1885	Vernon	Failure to arrive and depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
30264	Columbia to Winnfield	La	J. J. McKeithen	$597 00	$2 87
30264	do	La	do		
30269	Harrisonburgh to Funny Louis	La	J. J. Campbell	380 00	1 82
30270	Vidalia to Harrisonburgh	La	V. Boreing	1,992 00	3 17
30270	do	La	do		
30272	Winnsborough to Harrisonburgh	La	R. Wheatstone	794 00	2 54
30272	do	La	do		
30278	Kilbourne to Grand Lake	La	A. E. Boone	288 00	1 38
30286	N. O. M. M. & Transfer Service	La	R. T. Woodlief	3,798 00	
30286	do	La	do		
30286	do	La	do		
30287	Darnell's Gin to San Patricio	La	J. L. McLane	111 36	53
30297	Bayou Chicot to The Bay	La	V. Boreing	434 00	2 08
30317	Provencal to Leesville	La	J. J. Horton	436 00	4 19
30319	Mermenton to Fabacher	La	J. F. Logan	188 00	1 80
30330	Arcadia to Shiloh	La	T. F. Freeman	495 00	2 37
30330	do	La	do		
30330	do	La	do		
31141	Helena to Beeville	Tex	G. M. Snodgrass	232 00	2 23
31177	Uvalde to Rio Frio	Tex	do	706 50	
31177	do	Tex	do		
31177	do	Tex	do		
31177	do	Tex	do		
31178	Rio Frio to Leaky	Tex	W. B. Catching	142 86	45
31178	do	Tex	do		
31178	do	Tex	do		
31178	do	Tex	do		
31179	Bandera to Frio Water Hole	Tex	J. B. Colegrove	505 66	84
					2 30
31179	do	Tex	do		
31197	Corwin to Burnet	Tex	G. D. Jackson	751 34	2 40
31197	do	Tex	do		
31200	Austin to San Angelo	Tex	G. M. Snodgrass	11,711 88	18 70
31200	do	Tex	do		
31200	do	Tex	do		
31200	do	Tex	do		
31200	do	Tex	do		
31200	do	Tex	do		
31200	do	Tex	do		
31276	Rockdale to Davilla	Tex	V. Boreing	343 00	1 09
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31276	do	Tex	do		
31277	Rockdale to Lexington	Tex	C. A. Warren	240 00	76
31344	Dallas to Grape Vine	Tex	G. M. Snodgrass	553 00	1 70
31344	do	Tex	do		
31344	do	Tex	do		
31334	do	Tex	do		
31664	Abilene to San Angelo	Tex	W. F. Hansberger	4,226 41	6 71

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 6, 9, 23, 1885	On the route	Failure on 25 miles		
April 28, 1885	Winnfield	Failure to arrive and depart		$12 43
May 16, 1885	On the route	Failure on 14 miles		2 03
April 7, 23, 1885	Harrisonburgh	Wet mail		
April 6, 13, 1885	On the route	Carriers failed to meet to exchange mails.	$10 00	
April 6, 1885	do	Failure total		
April 23; June 23, 1885	Harrisonburgh	Wet mail	5 00	5 68
May 5, 1885	On the route	Failure on 10 miles		1 53
Mar. 29, 1885	do	Failure to send wagon to N. O. & Montgomery train.		
April 19, 1885	do	Failure to send wagon (as instructed) to meet N. O & M. train.	10 00	
May 30, 1885	do	Failure to connect with L. & N. train.		
April 23, 28, 30, 1885	San Patricio	Failure to arrive and depart		1 59
April 24, 1885	On the route	Failure on 15 miles		2 49
do	Leesville	Failure to arrive and depart		4 19
May 18, 1885	Mermenton and Fabacher.	Wet mail	2 00	
April 23, 1885	On the route	Failure on 30 miles		
April 27, 1885	Arcadia	Failure to arrive		6 55
April 26, 1885	do	Failure to depart		
April 1 to 4, 1885	On the route	Failure to perform service		2 54
April 5; May 28; June 9, 1885.	Uvalde	Failure to arrive		
April 24; May 27; June 10, 1885.	do	Failure to depart		12 43
May 27; June 8, 1885	Rio Frio	Failure to arrive		
April 23; May 26; June 9, 1885.	do	Failure to depart		
April 23; May 26; June 9, 1885.	do	Failure to arrive		
April 22; May 27; June 8, 1885.	do	Failure to depart		
April 24; May 27; June 8, 1885.	Leaky	Failure to arrive		2 70
April 25; May 28; June 9, 1885.	do	Failure to depart		
April 22; May 20, 1885	Bandera	Failure to arrive and depart		3 36
May 13, 22, 1885	Medina	do		
April 6, 22, 1885	On the route	Failure total		
April 8, 17, 24, 27, 29; May 1, 8, 13, 15, 18, 20, 22, 26 29; June 1, 3, 15, 17, 1885.	do	Failure on 17 miles each date		54 10
April 22, 1885	On the route	Failure on 35 miles		
May 10, 1885	do	Failure on 32 miles		
May 11, 1885	do	do		
May 19, 1885	do	do		47 44
May 20, 1885	do	do		
May 27, 1885	do	Failure on 75 miles		
May 28, 1885	do	do		
April 23, 25, 1885	do	Failure on 16 miles each		
May 1, 18, 1885	do	Failure on 9 miles		
May 20, 1885	do	Failure on 15 miles		
May 27, 1885	do	Failure on 9 miles		
May 29, 1885	do	Failure on 15 miles		11 95
April 29, 1885	Rockdale	Failure to arrive		
April 30, 1885	do	Failure to depart		
April 28, 30, 1885	Davilla	Failure to arrive		
April 29, 1885	do	Failure to depart		
May 22, 27, 1885	On the route	Failure on 16 miles		2 43
April 23, 25, 28, 30; June 27, 30, 1885.	Dallas	Failure to arrive		
April 24, 27, 29; June 26, 29, 1885.	do	Failure to depart		17 85
April 24, 27, 29; May 29; June 26, 29, 1885.	Grape Vine	Failure to arrive		
April 25, 30; June 27, 30, 1885	do	Failure to depart		
May 27, 1885	Abilene	Failure to arrive		3 37

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31682	Henrietta to Fort Sill	Tex	J. D. Emerson	$1,190 00	$3 17
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31682	do	Tex	do		
31082	do	Tex	do		
31682	do	Tex	do		
31687	Mason to Junction City	Tex	G. M. Snodgrass	1,492 00	2 37
31687	do	Tex	do		
31687	do	Tex	do		
31687	do	Tex	do		
31475	Lagarta to San Diego	Tex	G. D. Jackson	820 00	2 62
31475	do	Tex	do		
31475	do	Tex	do		
31754	Bertram to Gabriel	Tex	W. F. Hansberger	204 75	98
31758	Paint Rock to Runnels	Tex	C. R. Diver	940 00	1 50
31758	do	Tex	do		
31762	Henrietta to Graham	Tex	J. B. Colegrove	1,299 00	4 15
31762	do	Tex	do		
31762	do	Tex	do		
31762	do	Tex	do		
31762	do	Tex	do		
31762	do	Tex	do		
31762	do	Tex	do		
31770	Richardson to Frankford	Tex	G. D. Jackson	210 00	67
31774	Nacogdoches to Center	Tex	do	1,400 00	2 22
31774	do	Tex	do		
31776	Kempner to Oakalla	Tex	J. B. Colegrove	157 50	75
31776	do	Tex	do		
31776	do	Tex	do		
31778	Oak Hill to Bee Caves	Tex	G. D. Jackson	238 33	76
31778	do	Tex	do		
31779	D'Hams to Waresville	Tex	J. J. Horton	654 00	209
31779	do	Tex	do		
31779	do	Tex	do		
31779	do	Tex	do		
31789	Bryan's to Steele's Store	Tex	G. D. Jackson	178 00	85
31803	Marysville to Mossville	Tex	do	155 00	74
31810	Rockland to Boren's Mill	Tex	J. J. Horton	206 00	1 98
31818	Yorktown to Rancho	Tex	F. Gips	248 00	2 38
31819	De Leon to Armstrong	Tex	J. J. Keith	156 00	50
31823	Sunset to Crafton	Tex	G. D. Jackson	235 00	75
31824	Tilden to Oakville	Tex	H C. Slavens	1,372 00	2 18
31825	Abilene to Anson	Tex	L. T. Cochran	1,150 00	1 82
31825	do	Tex	do		
31825	do	Tex	do		
31825	do	Tex	do		
31826	Bryan to Caldwell	Tex	J. D. Emerson	898 43	2 87
31829	Clarendon to Teepee	Tex	do	790 00	7 59
31830	Cleburne to Beulah	Tex	W. F. Hansberger	433 00	1 38
31831	Coperas Cave to Maxdale	Tex	G. D. Jackson	168 00	80
31831	do	Tex	do		
31831	do	Tex	do		
31840	Marghez to Boggy	Tex	do	174 00	83
31846	Waxahachie to Astoria	Tex	do	290 00	92
31846	do	Tex	do		
31846	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 22, 1885	Henrietta	Failure to arrive		
June 25, 29, 1885	....do	Failure total		
May 18, 1885	....do	Failure on 16 miles		
May 19, 20, 1885	....do	Failure on 21 miles		
May 21, 1885	On the route	Failure on 10 miles		
May 25, 1885	....do	Failure on 48 miles		
May 26, 1885	....do	Failure on 53 miles		
June 10, 1885	....do	Failure on 16 miles		
June 11, 1885	....do	Failure on 39 miles		
June 12, 1885	....do	Failure on 18 miles	.....	$72 99
June 16, 1885	....do	Failure on 1 mile		
June 17, 1885	....do	Failure on 16 miles		
June 18, 1885	....do	Failure on 30 miles		
June 19, 1885	....do	Failure on 23 miles		
June 22, 1885	....do	Failure on 45 miles		
June 23, 24, 1885	....do	Failure on 56 miles		
June 26, 1885	....do	Failure on 45 miles		
June 27, 1885	....do	Failure on 33 miles		
June 30, 1885	....do	Failure on 55 miles		
April 6; May 26, 27, 29, 1885	Mason	Failure to arrive		
April 7; May 27, 28, 1885	....do	Failure to depart	.....	15 40
April 7; May 26, 28, 1885	Junction City	Failure to arrive		
April 6; May 26, 29, 1885	....do	Failure to depart		
May 18, 1885	On the route	Failure total		
April 7; May 2, 30, 1885	Lagarta	Failure to arrive	.....	10 48
April 1, 1885	....do	Failure to depart		
April 22, 1885	Between Mahomet and Bertram.	Failure	.....	1 12
June 10, 29, 1885	Paint Rock	Failure to arrive and depart	.....	4 50
May 29; June 29, 1885	Runnels	Failure to arrive		
April 22, 1885	On the route	Failure on 25 miles		
May 29, 1885	....do	Failure on 37 miles		
June 23, 1885	....do	Failure on 23 miles		
June 25, 1885	....do	....do		
June 18, 1885	Henrietta	Failure to arrive	.....	35 22
June 19, 1885	....do	Failure to depart		
April 6, 24; May 20; June 29, 1885.	Graham	Failure to arrive		
April 7, 25; May 21; June 30, 1885.	....do	Failure to depart		
April 6, 22, 1885	On the route	Failure total	.....	2 68
April 23, 24, 25, 1885	Nacogdoches	Failure to arrive	.....	5 55
April 25, 1885	Center	Failure to arrive and depart		
April 26, 1885	On the route	Failure total		
April 24, 1885	....do	Failure on 4 miles	.....	5 10
June 16, 1885	....do	Failure total		
April 7, 16, 23, 1885	....do	Failure on 1 mile	.....	1 22
May 26, 1885	Bell Caves	Failure to arrive and depart		
April 23; May 28, 30, 1885	D'Ham's	Failure to arrive		
April 22; May 27, 29, 1885	....do	Failure to depart	.....	12 54
April 22; May 25, 29, 1885	Waresville	Failure to arrive		
April 23; May 26, 30, 1885	do	Failure to depart		
April 6, 24, 27; June 1, 1885	On the route	Failure on 6 miles	.....	3 92
June 22, 1885	....do	Failure total	.....	1 48
April 24; May 1, 8, 1885	Boren's Mill	Failure to arrive and depart	.....	5 94
May 13, 20, 1885	On the route	Failure on 6 miles each date	.....	1 90
April 6, 22; May 25, 27, 29, 1885.	....do	Failure total	.....	5 00
April 22, 1885	....do	....do	.....	1 50
April 23, 24, 25, 28, 29, 30; May 1, 2, 9, 14, 15, 19, 20, 21; June 1, 2, 1885.	....do	Failure on 21 miles	.....	55 09
April 4, 22, 1885	....do	Failure on 12 miles		
April 23, 1885	....do	Failure on 20 miles		
April 24, 1885	....do	Failure on 10 miles	.....	23 53
May 20, 21, 25, 26, 27, 28, 29, 1885.	....do	Failure on 20 miles		
May 29; June 1, 3, 1885	Between Bryan and Pitts Bridge.	Failure on 12 miles	.....	5 74
May 26; June 23, 1885	On the route	Failure on 36 miles	.....	14 38
May 28, 1885	....do	Failure total	.....	2 76
May 18, 1885	Maxdale	Failure to arrive and depart		
May 23, 1885	Coperas Cave	....do	.....	1 73
May 25, 1885	....do	Failure on 1 mile		
April 7, 1885	On the route	Failure on 10½ miles	.....	1 34
April 22, 1885	Astoria	Failure to arrive and depart		
April 6, 1885	....do	Failure on 10 miles	.....	3 24
May 25, 27, 1885	....do	Failure on 7 miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31848	Sipe Springs to Carbon	Tex	O. O. Edington	$495 00	$0 79
31848	....do	Tex	....do		
31848	....do	Tex	....do		
31849	Clarksville to Harris Ferry	Tex	J. E. Anderson	312 00	1 50
31850	Lloyd to Navo	Tex	W. E. Hodges	85 00	40
31853	Cusseta to Station Belden	Tex	G. D. Jackson	288 00	92
31861	Wortham to Winkler	Tex	O. H. Anderson	300 00	1 44
31866	De Leon to Desdimonia	Tex	T. D. Bell	364 75	58
31866	....do	Tex	....do		
31866	....do	Tex	....do		
31866	....do	Tex	....do		
31866	....do	Tex	....do		
31870	Aurora to Garvin	Tex	J. N. Killough	194 00	62
31871	Belle Plain to Cross Plains	Tex	E. F. Pierce	495 00	1 58
31871	....do	Tex	....do		
31871	....do	Tex	....do		
31871	....do	Tex	....do		
31872	Whitesborough to Gordonville	Tex	W. B. Wisdom	688 60	1 10
31872	....do	Tex	....do		
31872	....do	Tex	....do		
31880	Fort Worth to Mansfield	Tex	J. A. Stewart	388 60	61
31880	....do	Tex	....do		
31880	....do	Tex	....do		
31880	....do	Tex	....do		
31881	Cameron to Wilderville	Tex	H. Barker	250 00	2 40
31885	Albany to Haskell	Tex	L. B. Agnew	771 44	3 70
31885	....do	Tex	....do		
31891	Comfort to Fredericksburgh	Tex	W. F. Hansberger	348 00	1 03
31891	....do	Tex	....do		
31891	....do	Tex	....do		
32124	Tishomingo to Pottsborough	Tex	J. B. Colegrove	276 00	2 65
32132	Camp Supply to Mobeetie	Tex	J. R. Miner	2,217 50	7 07
32140	Mill Creek to Spanish Fort	Tex	V. Boreing	497 00	4 77
32140	....do	Tex	....do		
32140	....do	Tex	....do		
32140	....do	Tex	....do		
32141	Muscogee to We-a-la-ka	Tex	H. Tisdale	792 00	2 53
32141	....do	Tex	....do		
32141	....do	Tex	....do		
32141	....do	Tex	....do		
32142	Cooy-Yah to Locust Grove	Tex	W. S. Maxwell	309 00	99
32142	....do	Tex	....do		
32143	Tulsa to Sac and Fox Agency	Tex	....do	883 00	2 83
32143	....do	Tex	....do		
32143	....do	Tex	....do		
32145	Darlington to Silver City	Tex	....do	246 00	1 18
32145	....do	Tex	....do		
32146	Leon to Marysville	Tex	G. D. Jackson	240 00	1 15
32149	Okmulgee to Econtuchka	Tex	J. A. Adams	450 00	4 32
32149	....do	Tex	....do		
32149	....do	Tex	....do		
32149	....do	Tex	....do		
32149	....do	Tex	....do		
32150	Redland to Fort Smith	Ind. T	W. B. Cantwell	257 92	1 23
32153	Burneyville to Swells Bend	Ind. T	G. D. Jackson	127 00	61
32154	Doaksville to Mountain	Ind. T	....do	596 00	5 73
32155	Stringtown to Tushka Homma	Ind. T	H. Tisedale	448 00	4 30
32156	Oak Lodge to Tamaha	Ind. T	J. R. A. Hendry	430 00	2 06
32158	Springfield to Wetumka	Ind. T	G. D. Jackson	130 50	1 25
32159	We-wo-ka to Arbeka	Ind. T	....do	140 00	1 34
32160	Walnut Grove to Lukfata	Ind. T	J. Welsh	250 00	1 20
32160	....do	Ind. T	....do		
32161	Parr to Red River Station	Ind. T	Jefferson Seay	800 00	7 69
33438	Ness City to Brown's Grove	Dak	J. R. Miner	332 02	2 55
33438	....do	Dak	....do		
33438	....do	Dak	....do		
35105	Vermillion to Worthing	Dak	C. D. Geer	972 00	3 11
35105	....do	Dak	....do		
35105	....do	Dak	....do		
35105	....do	Dak	....do		
35113	Menno to Mitchell	Dak	B. Magoffin	1,398 90	2 22

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of deliquency.	DECISION.	
			Fines.	Deductions.
April 6, 1885	On the route	Failure on 11 miles		
May 26, 27, 1885	Sipe Springs	Failure to arrive	.....	$2 66
May 27, 28, 1885	....do	Failure to depart		
April 25, 29, 1885	On the route	Failure total	.....	6 00
During second quarter, 1885	....do	Failure to perform service	.....	21 25
April 6, 1885	....do	Failure total	.....	1 84
April 6, 1885	....do	Failure half trip	.....	1 44
May 25, 27, 1885	....do	Failure on 6 miles		
April 6, 22, 23, 24; May 20, 26, 28, 29, 1885.	De Leon	Failure to arrive and depart	.....	7 95
May 30, 1885	....do	Failure to arrive		
May 26, 28, 29, 1885	Desdimonia	Failure to arrive and depart		
May 30, 1885	....do	Failure to depart		
April 25, 28; June 25, 27, 1885	Aurora	Failure to arrive and depart	.....	2 48
April 4, 21; May 9, 26, 1885	Belle Plain	Failure to arrive		
April 3, 20; May 8, 25, 1885	....do	Failure to depart		
April 3, 22; May 8, 25, 1885	Cross Plains	Failure to arrive	.....	12 64
April 4, 21; May 9, 26, 1885	....do	Failure to depart		
April 22; May 20, 1885	Whitesborough	Failure to arrive and depart		
April 22, 23; May 15, 1885	Gordonville	.....do	.....	6 36
June 22, 1885	....do	Failure to perform service on 9 miles.		
April 6, 1885	On the route	Failure on 14 miles		
May 28, 1885	....do	Failure on 13 miles	.....	6 37
June 25, 1885	....do	.....do		
April 22; May 20, 26, 1885	....do	Failure total		
May 29, 1885	Cameron	Failure to arrive and depart	.....	2 40
April 24; May 25, 29, 1885	Haskell	Failure to arrive	.....	11 10
April 25; May 26, 30, 1885	....do	Failure to depart		
May 16, 25, 26, 1885	Comfort	Failure to arrive and depart		
April 20, 22, 23; May 7, 18, 26, 1885.	Fredericksburgh	Failure to arrive	.....	8 75
April 22, 23; May 6, 9, 26, 1885	....do	Failure to depart		
April 10, 24; May 22, 29; June 5, 17, 19, 26, 1885.	Pottsborough	Failure on 38 miles	.....	.....
May 19, 1885	Mobeetie	Failure to arrive	.....	3 33
May 20; June 24, 1885	Spanish Fort	.....do		
May 21; June 25, 1885	....do	Failure to depart	.....	13 11
April 22, 1885	On the route	Failure on 30 miles		
April 20, 1885	Muscogee	Failure to arrive		
April 25, 1885	....do	Failure to depart	.....	5 06
April 21, 1885	We-a-la-ka	Failure to arrive		
April 24, 1885	....do	Failure to depart		
April 26, 1885	Cooy-Yah	Failure to arrive		
April 6, 22, 24, 27; June 10, 24, 1885.	Locust Grove	Failure to arrive and depart	.....	6 43
April 21, 25, 28, 1885	Tulsa	Failure to arrive and depart		
April 22, 24, 29, 1885	Sac & Fox Agency	Failure to arrive	.....	22 64
April 23, 25, 30, 1885	....do	Failure to depart		
April 21, 28, 1885	Darlington	Failure to arrive and depart		
May 16, 19, 1885	On the route	Failure total	.....	7 08
June 27, 1885	Marysville	Failure to arrive and depart	.....	1 15
April 29, 1885	Okmulgee	Failure to arrive		
April 27, 1885	....do	Failure to depart		
April 28, 1885	Econtuchka	Failure to arrive and depart	.....	15 57
May 19, 26, 1885	On the route	Failure on 18½ miles		
June 1, 30, 1885	....do	Failure on 8 miles		
Apr. 28, 1885	....do	Failure total	.....	2 46
May 23; June 27, 1885	....do	.....do	.....	2 44
Apr. 24, 1885	Doaksville	Failure to arrive and depart	.....	5 73
Apr. 24 to 26, 1885	On the route	Failure total	.....	8 60
Apr. 24; June 26, 1885	....do	Failure on 10 miles	.....	2 35
May 19, 26; June 2, 9, 30, 1885	....do	Failure on 6 miles	.....	5 00
Apr. 24, 25, 1885	....do	Failure total	.....	2 68
Apr. 22, 26, 29; May 3, 6, 17, 20, 1885.	....do	.....do		
June 21, 24, 28, 1885	....do	Failure on 5 miles	.....	11 20
June 23, 24, 1885	....do	Failure on 50 miles	.....	10 53
Apr. 22, 1885	Ness City	Failure to arrive		
Apr. 23, 1885	....do	Failure to depart	.....	7 65
Apr. 11, 16, 1885	Brown's Grove	Failure to arrive and depart		
Apr. 23, 1885	Vermillion	Failure to arrive		
Apr. 24, 1885	....do	Failure to depart	.....	6 22
Apr. 22, 1885	Worthing	Failure to arrive		
Apr. 25, 1885	....do	Failure to depart		
Apr. 24, 25, 27; May 26, 1885	Menno	Failure to arrive and depart		8 88

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route,	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
35128	Sioux Falls to Madison	Dak	J. R. Miner	$820 00	$2 62
35128	do	Dak	do		
35128	do	Dak	do		
35128	do	Dak	do		
35172	Pierre to Deadwood	Dak	W. O. Lofland	5,500 00	7 53
35172	do	Dak	do		
35186	Deadwood to Hot Springs	Dak	C. L. Jenson	2,858 33	9 15
35186	do	Dak	do		
35226	Pembina to Park River	Dak	W. A. Stoddard	2,576 50	2 44
35231	Elkton to Flandreau	Dak	D. Hatch	707 14	1 12
35231	do	Dak	do		
35231	do	Dak	do		
35234	Washburn to Villard	Dak	J. B. Colegrove	1,764 86	8 47
35234	do	Dak	do		
35253	Groton to Lisbon	Dak	A. A. Call	1,582 95	7 60
35296	Rapid City to Deadwood	Dak	J. Hale	1,430 00	4 57
35296	do	Dak	do		
35296	do	Dak	do		
35296	do	Dak	do		
35299	Bismarck to Pierre	Dak	J. B. Colegrove	8,294 63	5 42
35299	do	Dak	do		
35299	do	Dak	do		
35299	do	Dak	do		
35299	do	Dak	do		
35311	New Rockford to Fort Totten	Dak	A. A. Call	470 89	1 50
35311	do	Dak	do		
35311	do	Dak	do		
35311	do	Dak	do		
35313	Valley Springs to Pennington	Dak	F. P. Benjamin	775 50	2 48
35315	Columbia to La Moure	Dak	A. A. Call	1,717 64	8 24
35323	Lakota to Lee	Dak	do	1,323 00	4 24
35324	Niagara to Aneta	Dak	do	634 67	3 04
35349	Saint Thomas to Osnabrook	Dak	do	1,178 64	3 77
35354	Niagara to Galt	Dak	do	298 00	2 86
35357	Atwell to Tarbell	Dak	P. R. Schnebly	173 00	83
35369	Steele to Washburn	Dak	A. A. Call	769 00	7 39
46152	Redding to Bieber	Cal	O. J. Salisbury	9,770 00	13 38
	RAILROAD SERVICE.				
7054	Whiting to Baghead Junction	N. J	P. & L. B. Rwy	1,221 76	1 95
7054	do	N. J	do		
11017	Bermuda Hundred to Winterpock	Va	Bright Hope Rwy	985 30	1 57
23029	Sidney to Havana	Ill	W. St. L. & P. Rwy	6,251 08	9 98
23029	do	Ill	do		
23029	do	Ill	do		
23029	do	Ill	do		
23029	do	Ill	do		
27063	Avoca to Corson	Iowa	C. R. I. & P. Rwy	760 95	1 21
27063	do	Iowa	do		
27063	do	Iowa	do		
27063	do	Iowa	do		
27067	Humeston to Shenandoah	Iowa	H. & S. Rwy	5,910 00	9 44
27078	Hampton to Belmont	Iowa	Central Ia. Rwy	975 55	1 55
27078	do	Iowa	do		
27078	do	Iowa	do		
27078	do	Iowa	do		
27078	do	owa	do		
27078	do	Iowa	do		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 1, 25, 27, 1885	Sioux Falls	Failure to arrive		
May 2, 26, 28, 1885	do	Failure to depart		
Apr. 21; May 28, 1885	Madison	Failure to arrive		$13 10
Apr. 20; May 27, 1885	do	Failure to depart		
Apr. 2, 20, 23, 1885	Pierre	Failure to arrive		
Apr. 21, 24; May 29, 1885	Deadwood	do		22 59
June 3, 6, 13, 1885	Custer	do		23 77
June 6, 11, 1885	do	Failure to depart		
Apr. 23, 25, 1885	Park River	Failure on 30 miles		9 68
Apr. 2, 4, 9, 10, 13, 14, 16, 22, 23, 24; May 1, 4, 8, 22, 1885.	Elkton	Failure to connect		8 96
May 29, 1885	On the route	Failure to arrive		
May 28, 1885	Elkton	Failure to depart		
Feb. 4, 6, 18, 25, 1885	Villard	Failure to arrive		33 88
Feb. 11, 13, 25, 27, 1885	do	Failure to depart		
June 2, 5, 8, 11, 15, 18, 22, 25, 29, 1885.	Santa Clara	Failure to supply	$2 16	
June 20, 27, 1885	Rapid City	Failure to arrive		
June 17, 24, 1885	do	Failure to depart		
Apr. 22; June 29, 1885	Deadwood	Failure to arrive		18 28
Apr. 23; June 27, 1885	do	Failure to depart		
Mar. 3, 9, 1885	Fort Yates	Failure to arrive		
Mar. 19, 1885	do	Failure to depart		
Mar. 17, 19, 21; Apr. 21; May 5, 1885.	do	Failure to arrive		68 29
Mar. 18, 25; May 6, 1885	do	Failure to depart		
Apr. 10, 13, 15, 17; May 6, 20, 29; June 16, 1885.	New Rockford	Failure to arrive		
Apr. 11, 14, 16 to 18; May 7, 21, 30; June 13, 1885.	do	Failure to depart		17 25
Apr. 11, 18, 25; June 2, 4, 6, 1885.	Fort Totten	Failure to arrive		
Apr. 22, 1885	do	Failure to depart		
Apr. 21, 1885	On the route	Failure on 10 miles		2 10
Mar. 14, 16, 18; May 6, 7, 11, 13, 14, 1885.	Ticeville	Failure to supply	7 60	
May 18, 19, 1885	On the route	Failure total		8 48
Apr. 27, 30, 1885	do	do		12 16
Apr. 7, 1885	Osnabrook	Failure to arrive		2 10
Apr. 25, 1885	On the route	Failure on 16½ miles		3 70
Apr. 4, 1885	do	Failure total		1 66
Apr. 3, 1885	do	Failure on 45 miles		8 31
Apr. 30, 1885	Bieber	Failure to arrive		6 69
Jan. 1 to May 31, 1885	Between Island Heights and Seaside Park.	Failure to perform service		95 22
Feb. 16, 17, 18, 1885	Between Seaside Park and Mantoloking.	Failure both ways		
June 2, 15, 1885	Burmuda Hundred	Failure to depart		1 57
Feb. 10, 11, 1885	Sidney	Failure to arrive and depart		
Feb. 9, 1885	Havana	Failure to arrive		
Feb. 10, 1885	do	Failure to depart		107 94
Feb. 11, 1885	do	Failure to arrive and depart		
May 17 to June 30, 1885	Between Sidney and Urbana.	Failure to perform service		
May 27, 28, 1885	Avoca	Failure to arrive and depart		
Feb. 6, 9, 10, 11, 16, 17, 1885	Corson	Failure to arrive		6 65
May 29, 1885	do	Failure to depart		
May 28, 1885	do	Failure to arrive and depart		
Feb. 9, 10, 1885	On the route	Failure round trip		37 76
Jan. 1, 16, 17, 19, 28, 30, 1885	Hampton	Failure to arrive		
Dec. 26, 31, 1884; Jan. 2, 17, 20, 29, 31, 1885.	do	Failure to depart		
Dec. 24, 1884; Jan. 5, 9, 15, 21, 27; Feb. 2, 3, 4, 5, 6, 7, 9, 10, 11, 16, 18, 21, 24, 1885.	do	Failure to arrive and depart		
Dec. 23, 1884; Jan. 2, 7, 13, 17, 20, 23; Feb. 18, 20, 24; Mar. 3, 1884.	Belmont	Failure to arrive		73 62
Dec. 22, 25, 1885; Jan. 1, 3, 6, 12, 16, 19, 22, 26; Feb. 12, 17, 19, 23, 25; Mar. 2, 1885.	do	Failure to depart		
Jan. 5, 14, 15, 21; Feb. 9, 10, 11, 16, 21, 1885.	do	Failure to arrive and depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
27084	Des Moines to Leon	Iowa	D. M. O. & S	$4,017 35	$6 41
27088	Des Moines to Cainesville	Iowa	do		
27084	do	Iowa	do		
27084	do	Iowa	do		
27084	do	Iowa	do		
27084	do	Iowa	do		
27084	do	Iowa	do		
28022	East Saint Louis to Kansas City	Mo	C. & A. Rwy	37,051 21	50 75
28024	Holden to Paola	Mo	Mo. Pacific	4,725 91	6 47
28045	Cape Girardeau to Wappapello	Mo	C. G. S. W. Rwy	2,229 52	3 56
28045	do	Mo	do		
28052	Paw Paw Junction to New Madrid	Mo	Tex. and St. L. Rwy	262 48	35
28052	do	Tex	do		
31004	Hempstead to Austin	Tex	H. & T. Central Rwy	8,669 15	11 87
31000	do	Tex	do		
31005	Bremond to New Albany	Tex	do	15,408 05	24 61
31005	do	Tex	do		
31005	do	Tex	do		
31005	do	Tex	do		
31005	do	Tex	do		
31008	Houston to Columbia	Tex	Int. & G. W. Rwy	1,533 91	4 90
31013	Jefferson to McKinney	Tex	Mo. Pacific Rwy	7,564 45	12 08
31015	Henderson to Overton	Tex	Int. & G. N. Rwy	779 28	1 06
31016	Corpus Christi to Laredo	Tex	Tex. Mexican Rwy	8,574 36	13 69
31016	do	Tex	do		
31016	do	Tex	do		
31016	do	Tex	do		
31016	do	Tex	do		
31016	do	Tex	do		
31019	Indianola to Cuero	Tex	G. W. Tex. & P. Rwy	2,853 13	3 90
31022	Denison to Gainesville	Tex	Mo. Pacific Rwy	5,507 33	7 54
31022	do	Tex	do		
31023	Houston to Nacodoches	Tex	H. E. & W. Tex. Rwy	7,795 09	12 45
31026	Georgetown to Round Rock	Tex	Int'l & G. N. Rwy	655 40	89
31026	do	Tex	do		
31026	do	Tex	do		
31026	do	Tex	do		
31026	do	Tex	do		
31027	Galveston to Fort Worth	Tex	C. G. & S. F. Rwy	25,067 51	34 33
31027	do	Tex	do		
31027	do	Tex	do		
31030	Dallas to Denton	Tex	D. W. Rwy	1,618 08	2 58
31030	do	Tex	do		
31030	do	Tex	do		
31030	do	Tex	do		
31030	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deduction.
Jan. 6, 15, 21, 24; Feb. 19; April 29, 1885.	Des Moines	Failure to arrive		
Jan. 7, 17, 22, 26; Feb. 20, 1885.	do	Failure to depart		
Jan. 16; Feb. 9, 10, 11, 12, 1885.	do	Failure to arrive and depart		
Jan. 6, 7, 1885	Leon	Failure to arrive and depart	.....	$214 39
April 30, 1885	Cainesville	Failure to arrive		
Jan. 15, 29; Feb. 13; April 29, 1885.	do	Failure to depart		
Jan. 16, 17, 21, 22, 26, 27, 28; Feb. 9, 10, 11, 12, 16, 1885.	do	Failure to arrive and depart		
No. 6, May 14; June 26, and No. 48, April 1, 2, 16, 22, 29, 30; May 6, 8, 30; June 23, 1885.	Kansas City	Failure to connect	.....	121 80
April 3, 1885	Holden	Failure to arrive	.....	3 23
Jan. 9, 10, 1885	Wappapello	Failure to depart	.....	17 86
Jan. 16; Feb. 6, 10, 11, 1885	do	Failure to arrive and depart		
Jan. 1, 14, 17, 22, 29, 1885	On the route	Failure half trip	.....	4 55
Jan. 5, 6, 7, 8, 1885	do	Failure round trip		
Apr. 29, 30; May 1, 1885	Between Chapel Hill and Hempstead.	Failure both ways (11.26 miles).	.....	11 34
May 31, 1885	Between Hempstead and Brenham.	Failure both ways (21.26 miles).		
May 25, 1885	Bremond	Failure to arrive		
May 26, 27, 28, 29, 30, 1885	do	Failure to arrive and depart		
Apr. 21; May 25, 27, 1885	Albany	Failure to arrive	.....	242 04
Apr. 22; May 26, 30, 1885	do	Failure to depart		
June 1, 1885	Between Waco and Cisco.	Failure both ways (154.26 miles).		
May 5, 1885	Columbia	Failure to depart	.....	2 45
Mar. 24, 1885	Jefferson	Failure to connect	.....	6 04
June 20, 1885	On the route	Failure round trip	.....	2 12
Apr. 23, 24, 25; May 8, 9, 11, 18, 19, 1885.	Corpus Christi	Failure to arrive and depart		
May 14, 1885	do	Failure to arrive		
May 15, 20, 1885	do	Failure to depart		
Apr. 24, 25; May 8, 9, 11, 16, 1885.	Laredo	Failure to arrive and depart	.....	260 11
Apr. 23; May 1, 2, 18, 19, 20, 1885.	do	Failure to depart		
May 13, 1885	do	Failure to arrive		
May 31, 1885	On the route	Failure half trip	.....	3 90
Apr. 22, 24, 1885	Denison City	Failure to depart		
Mar. 5, 1885	Pottsborough	Negligence on the part of company's agent in leaving the mail-pouch (containing money-order funds amounting to $292) unguarded, which on being on the train was found to have been cut open and the package containing the money stolen.	$292 00	.....
Apr. 23, 1885	Between Goodrich and Corrigan.	Failure both ways (32 miles)	.....	5 68
Apr. 22, 1885	Georgetown	Failure to arrive		
Apr. 23, 24, 25, 26, 1885	do	Failure to arrive and depart	.....	6 67
Apr. 23, 24, 28, 1885	Round Rock	Failure to arrive		
Apr. 22, 23, 26, 1885	do	Failure to depart		
May 27, 1885	Between Valley Mills and Fort Worth.	Failure one way (86.6 miles)		
May 28, 1885	Between Temple and Cleburne.	Failure both ways (99 miles)	.....	53 58
May 29, 1885	Between Temple and Fort Worth.	Failure both ways (128.3 miles)		
Feb. 10, 1885	Dallas	Failure to arrive		
Apr. 24, 25, 27; May 26, 28, 29, 30, 1885.	do	Failure to depart		
Apr. 22, 24, 25, 27, 28; May 26, 28, 29, 30, 1885.	Denton	Failure to arrive and depart	.....	53 65
May 25, 1885	do	Failure half trip		
Apr. 23; May 27; June 26, 1885.	Between Trinity Mills and Denton.	Failure both ways (20.85 miles)		

Report of fines and d ***ing the***

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip..
	RAILROAD SERVICE—cont. nued.				
35015	Fargo to Lisbon	Dak	F. & S. W. Rwy	$2,160 40	$42 75
35015	Fargo to La Moure	Dak	do	3,164 16	
35015	do	Dak	do		
35015	do	Dak	do		
35015	do	Dak	do		
35015	do	Dak	do		
35015	do	Dak	do		
35015	do	Dak	do		
35015	do	Dak	do		
35018	Sanborn to Cooperstown	Dak	S. C. & T. M. Rwy	1,604 40	2 56
35018	do	Dak	do		
35018	do	Dak	do		
35018	do	Dak	do	1,604 40	2 56
35018	do	Dak	do		
35018	do	Dak	do		
35018	do	Dak	do		
35018	do	Dak	do		
35018	do	Dak	do		
35018	do	Dak	do		
31013	Dallas to Kemp	Tex	Tex. Trunk Rwy	2,014 37	3 21
31013	do	Tex	do		
31013	do	Tex	do		
31013	do	Tex	do		
31013	do	Tex	do		
31013	do	Tex	do		
31032	Minneola to Troup	Tex	Itl. & G. N. Rwy	4,531 94	6 20
31032	do	Tex	do		
31032	do	Tex	do		
31032	do	Tex	do		
31032	do	Tex	do		
31025	Dallas to Cleburne	Tex	G. C. & S. F6 Rwy	2,353 38	3 22
31037	Fort Worth to Wichita Falls	Tex	Ft. W. & D. Rwy	7,205 76	9 87
31037	do	Tex	do		
31039	San Antonio to El Paso	Tex	G. H. & San. A. Rwy	52,522 76	71 94
31041	Temple Junction to Belton	Tex	Mo. Pacific Rwy	306 51	41
31041	do	Tex	do		
34022	Wakefield to Harting	Nebr	C. St. P. M. & O. Rwy	1,444 95	2 30
35003	Breckinridge to Hope	Dak	St. P. M. & M. Rwy	5,818 79	
35006	Everset to Mayville to Larimore, to Park River.	Dak	C. Branch Rwy	2,722 26 4,500 66 6,496 29	
35013	Ripon to Portland	Dak	St. P. M. & M. Rwy	1,612 10	

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 31, 1883; Mar. 12, 1884; Jan. 3, 1885.	Fargo	Failure to arrive		
Mar. 13, 1884; Jan. 2, 1885	do	Failure to depart		
Mar. 11, 1884	do	Failure to arrive and depart		
Dec. 17, 1883; Dec. 22, 31, 1884.	La Moure	Failure to arrive and depart		
Feb. 19, 1884	Between Fargo and Lisbon.	Failure both ways (56.27 miles)		
Jan. 2, 5; Mar. 11, 13, 16, 18, 20, 23, 25, 1885.	La Moure and Lisbon.	Failure both ways (32.07 miles)	.....	$596 97
Jan. 22, 1885	Between La Moure and Lisbon.	Failure one way (32.07 miles)		
Jan. 1 to Feb. 29, 1884	Between Lisbon and La Moure.	Failure to perform service		
Feb. 1 to Mar. 10, 1885	do	do		
Feb. 11, 1885	On the route	Failure round trip		
Jan. 1 to Feb. 10, 1885	do	Failure on three times a week service.	.....	203 44
Feb. 12 to Mar. 31, 1885	do	do		
Dec. 3, 7, 1883; Jan. 14; Feb. 8, 22; Mar. 24; May 12, 1884; Apr. 4, 1885.	Sanborn	Failure to arrive		
Dec. 4, 8, 1883; Jan. 15; Feb. 9, 23; Mar. 25, 26, 1884.	do	Failure to depart		
Dec. 5, 6, 11, 12, 13, 15, 18, 20, 22, 25, 26, 27, 28, 29, 1883; Jan. 1, 2, 3, 4, 5, 8, 9, 10, 12, 16, 17, 19, 22, 23, 24, 26, 29, 30, 31; Feb. 2, 4, 5, 6, 7, 11, 12, 14, 15, 16, 18, 19, 20, 21; Mar. 27, 28, 29; Apr. 3, 9; Dec. 30, 1884.	do	Failure to arrive and depart	.....	442 70
Apr. 9; Dec. 8, 1884	Cooperstown	Failure to arrive		
Dec. 3, 1883; May 12; June 23, 1884.	do	Failure to depart		
Dec. 4, 5, 6, 8, 12, 13, 15, 18, 19, 20, 22, 25, 26, 27, 29, 1883; Jan. 1, 2, 3, 4, 6, 8, 9, 10, 12, 15, 16, 17, 19, 22, 23, 24, 26, 29, 30, 31; Feb. 2, 4, 6, 8, 9, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22; Mar. 25, 26, 27, 28, 29; Apl. 3, 1884.	do	Failure to arrive and depart		
Feb. 24 to Mar. 23, 1884	do	Failure to perform service		
May 20, 21, 22, 23, April 23, 1885.	Dallas	Failure to arrive and depart		
June 3, 1884; May 26, 1885	do	Failure to depart		
May 28, 1885	do	Failure to arrive		
May 21, 22, 23; June 3, 1884; April 22, 1885.	Kemp	Failure to arrive and depart	.....	41 78
June 4, 1884; May 28, 1885	do	Failure to depart		
May 26, 1885	do	Failure to arrive		
Dec. 11, 29, 1884	Minneola	do		
Dec. 10, 29, 1884	do	Failure to depart		
Dec. 10, 28, 1884	Troup	Failure to arrive	.....	37 20
Dec. 11, 29, 1884	do	Failure to depart		
Jan. 15; April 26, 1885	do	Failure to arrive and depart		
April 26, 27, 28; May 30, 1885	Dallas	do	.....	12 89
April 23, 1885	Fort Worth	Failure to arrive	.....	24 67
April 22, 23, 1885	Wichita Falls	Failure to arrive and depart		
May 26, 27, 28, 29, 30, 31, 1885.	El Paso	do	.....	431 64
April 22, 24, 1885	On the route	Failure half trip	.....	1 64
April 23, 1885	do	Failure round trip		
April 6, 1885	Hartington	Negligence on the part of company's messenger in leaving the ponch which arrived from Wakefield on or near the platform over night.	$5 00	.....
During second quarter, 1885.	Between Ripon and Hope.	Failure on 3 times a week service.	.....	232 83
Sept. 15 to Dec. 31, 1884	Between Everset and Mayville.	do	.....	399 46
During second quarter, 1885.	On the route	do	.....	259 50

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
69363	Prentiss Vale to railroad	Pa	W. H. Prentiss	$144 00	$0 23
73020	Crockett's Depot to railroad	Va	W. K. Catron	74 00	05
73071	Montgomery Springs to railroad	Va	T. Williams	84 00	
77077	Clarksville to railroad	Ga	Church & Jones	119 50	19
80061	Sturgis to railroad	Miss	William Edwards	44 00	06
82007	Cannonsburg to railroad	Ky	M. O'Brien	94 00	30
85057	Degonia Springs to railroad	Ind	W. C. Scifress	40 00	
85057	....do	Ind	....do	40 00	
95051	Roe to flag station	Ark	R. S. Watkins	160 00	22
96016	Cloutiersville to railroad	La	C. Gallien	175 00	48
96034	Lamourie Bridge to railroad	La	D. Baker	144 00	18
96052	Trenton to railroad	La	M. H. Parker	350 00	49
96063	Forksville to railroad	La	G. A. Fenton	224 00	32
97028	Elizario to railroad	Tex	B. Chasco	150 00	41
97040	Kelleyville to railroad	Tex	A. J. Davis	75 00	12
97073	Tioga to railroad	Tex	D. J. Hiser	114 00	16
97082	Ysleta to railroad	Tex	M. Diehl	200 00	55
97082	....do	Tex	C. Padilla	200 00	55
97090	Wootan Willis to railroad	Tex	R. H. Wade	150 00	20
100033	Densmore to railroad	Kans	T. J. Densmore	144 00	40
100040	Elwood to railroad	Kans	S. Roberts	72 00	20
100087	Lowell to railroad	Kans	A. A. Rounsavell	104 00	33
100088	Wheaton to railroad	Kans	C. Ingolsbe	68 00	11
100133	Summit to railroad	Kans	H. Balliet	120 00	38
100180	Seapo to railroad	Kans	E. L. Gamble	178 00	28
102083	Crab Orchard to railroad	Nebr	A. J. Thompson	90 00	16
103060	Fort Abercrombie to railroad	Dak	F. Van Hook	180 00	28
103011	Fairview to railroad	Dak	G. L. Hubbard	84 00	13
104008	Race Track to railroad	Mont	P. Coltar	215 00	
104016	Bedford to railroad	Mont	L. G. Willcox	500 00	68
106004	Arvada to railroad	Colo	A. J. Allen	75 00	10
106045	Slaghts to railroad	Colo	H. Clay	96 00	26
106052	Wheeler to railroad	Colo	F. E. Wheeler	200 00	27
106072	Frisco to railroad	Colo	A. H. P. Leonard	250 00	34
109012	Hoytsville to railroad	Utah	R. Mills	100 00	16
109018	Mendon to railroad	Utah	E. W. Dunn	140 00	20
109027	Santaquin to railroad	Utah	T. W. Kirkman	260 00	35
111001	Castle Rock to railroad	Wash	G. Huntington	78 00	50
112026	Talent to railroad	Oreg	C. D. Cary	150 00	24
	STEAMBOAT SERVICE.				
89	Middle dam to Errol	Me	C. A. J. Farrer	200 00	95
1099	Weir's Bridge to Wolfborough	N. H	R. J. Cole	650 00	4 59
21150	Point Pleasant	Ohio	Wm. Bay	2,610 96	4 16
	Remissions.				
	STAR SERVICE.				
8988	Clarksville to Millsborough	Pa	Glass & Godin	159 64	25
10168	Princess Anne	Md	J. T. Berrett	337 76	1 08
10208	Clear Spring to Cherry Run	Md	R. N. Small	345 00	55
12285	Keyser to Moorefield Junction	W. Va	T. R. Parker	316 18	50
26026	Wood Lake to Granite Falls	Minn	J. B. Colegrove	274 06	1 31
27309	Knoxville to Colona	Iowa	J. A. Craft	204 84	98

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 15, 1885	On the route	Failure 1 trip		$0 23
During second quarter, 1885	do	Failure 2 trips		10
do	do	On several occasions mail intrusted to unsworn carrier.	$5 00	
May 21, 1885	do	Failure to dispatch mail		38
May 1, 14; June 17, 1885	do	Failure 1 trip each		18
May 5, 1885	do	Failure to connect		30
Oct. 13 to Dec. 31, 1884	do	Service performed by assistant postmaster.		8 70
Jan. 1 to Mar. 26, 1885	do	do		9 45
May 9, 1885	do	Failure 1 trip		22
During second quarter, 1885	do	Failure 2 trips		96
do	do	Failure 13 trips		2 31
do	do	Failure 4 trips		1 96
do	do	Failure 2 trips		64
June 2, 1885	do	Failure 1 trip		41
April 15, 1885	do	do		12
During second quarter	do	Failure 7 trips		1 12
April 1 to 19, 1885	do	Failure 2 trips		1 10
June 6, 1885	do	Failure 1 trip		55
April 20, 1885	do	Failure to dispatch 1 mail		40
During second quarter	do	Failure 1 trip		40
During first quarter	do	do		20
April 21, 25; June 2, 4, 6, 8, 10, 17, 22, 25, 1885.	do	Failure 1 trip each		3 30
During second quarter	do	Failure 1 trip		11
do	do	do		38
May 27, 1885	do	do		28
April 27, 1885	do	do		16
During second quarter	do	Failure to connect twice		84
do	do	Failure 1 trip		13
June 23, 1885	do	Failure 1 trip, carrier drunk	2 50	
During second quarter	do	Failure to connect once		68
April 24, 1885	do	Failure 1 trip		10
During second quarter	do	do		26
do	do	Failure 1 connection		54
June 18, 1885	do	Failure 1 trip		34
May 30, 1885	do	Failure 2 trips		32
June 19, 1885	do	Failure 1 connection		40
May 11, 1885	do	Failure 1 trip		35
June 24, 26, 1885	do	do		1 00
April 12; May 17; June 30, 1885.	do	do		72
June 5, 6, 9, 10, 11, 15, 17, 1885.	Errol	Failure to arrive and depart		6 65
June 30, 1885	Wolfborough	Failure to arrive and depart		2 29
During second quarter, 1885.	On the route	Failure on 4 miles one way		26 37

Remit $0 54 of the deduction noted in report for week ended May 2, 1885; it having been shown by certificates of postmasters at Clarksborough and Millborough that carrier performed service on 2 miles of the route on January 16 and 17, 1885.

Remit 72 of the deduction noted in report for week ended April 25, 1885; it having been shown by certificate of postmaster at Deal's Island, Md., that the contractor performed 6 miles both ways February 17, 1885.

Remit 7 70 of the deduction noted in report for week ended April 25, 1885; it having been shown by certificate of postmaster at Clear Spring, Md., that the contractor performed service on December 20, 22, 24, 27, 1884, January 3, 5, 6, 7, 22, 28, March 4, 5, 6, 7, 1885, to within a short distance of Cherry Run post-office, which he was unable to reach on account of the ice on river.

Remit 5 00 of the fine noted in report for week ended July 18, 1885; it having been shown that no failures to connect occurred during the quarter, and no serious complaint was made; also, it appears that on the curtailment of the route the schedule time was not properly reduced.

Remit 1 96 of the deduction noted in report for week ended May 2, 1885; it having been shown by evidence received from the postmaster at Wood Lake and Granite Falls that service was performed March 3 and 31, 1885.

Remit 75 of the deduction noted in report for week ended April 11, 1885; it having been shown by letter from the postmaster at Knoxville, Iowa, that the carrier failed to perform service over only 2 miles each way of the route February 10, 1885.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	SEAR SERVICE—continued.				
28737	Lebanon to Hartville	Mo	W. F. Hansberger	$419 00	$2 01
28746	Mountain Home to West Plains	Mo	J. S. B. Berry	314 00	1 50
30147	Port Vincent to Independence	La	J. C. Beedy	290 00	2 78
	RAILROAD SERVICE.				
31007	Palestine to Laredo	Tex	Intl. & G. N. Rwy	53, 873 61	86 06

WEEK ENDING SATURDAY,

	STAR SERVICE.				
8539	Antes Fort to Bastress	Pa	A. Aughambaugh	$420 00	
8792	Sharpsburgh to Butler	Pa	J. D. Jarvis	587 00	$1 88
8792	ditto	Pa	ditto		
8968	North Springfield to Cherry Hill	Pa	W. W. Patterson	224 00	07
8989	Moon to Stoops	Pa	W. A. Stoddard	270 00	43
9083	Honesdale to West Damascus	Pa	W. C. Stoddard	170 00	81
9197	Chenango to Chewton	Pa	W. H. Kennedy	175 00	56
17122	Paint Rock to Bean Rock	Ala	C. C. Morse	519 20	
17122	ditto	Ala	ditto		
20493	Booneville to Hyden	Ky	J. B. Campbell	196 00	1 88
20493	ditto	Ky	ditto		
20505	Venters to Sand Lick	Ky	J. A Craft	118 54	1 13
20505	ditto	Ky	ditto		
20805	ditto	Ky	ditto		
20505	ditto	Ky	ditto		
28736	Versailles to Duroc	Mo	W. F. Hansberger	497 00	1 59
29239	Lockesburgh to Rocky Comfort	Ark	B. W. Beedy	493 00	1 58
29239	ditto	Ark	ditto		
30176	Simsport to Elba	La	E C. Guidry	350 00	1 68
30265	Rayville to Charlieville	La	J. J. Campbell	402 00	1 28
30336	Cypress to Bermuda	La	A. G. Satcher	240 00	38
31284	Whitman to Courtney	Tex	A. E. Boone	77 00	74
31641	Eastland to Merryman	Tex	V. Boreing	154 12	49
31641	ditto	Tex	ditto		
31661	Atoka to Coleman	Tex	J. B. Colegrove	378 78	1 21
31661	ditto	Tex	ditto		
31661	ditto	Tex	ditto		
31858	Scurry to Berryville	Tex	H. S. Bullard	300 00	1 44
33451	Randolph to Alert	Kans	M. A. Thompson	128 00	61
33514	Fowler to Pearlette	Kans	W. S. Maxwell	66 00	
34242	Niobrara to Keya Paha	Nebr	C. R. Diver	793 04	2 54
44264	Baker City to Granite	Oreg	C. M. Kellogg	1, 758 13	
44264	ditto	Oreg	ditto		

fiscal year ending June 30, 1886—Continued.

AUGUST 1, 1885, INCLUSIVE—Continued.

Remit $3 35 of the deduction noted in report for week ended February 7, 1885; it having been shown by the certificate of the postmaster at Bradfield and the affidavit of the subcontractor that service was performed over 30 miles and return December 29 and 30.

Remit 2 00 of the fine noted in report for week ended May 21, 1885; it having been shown by the statement of the postmaster at Peace Valley and West Plains that the failure of the carrier to make schedule time was due to impassable roads and not to fault or negligence, and they recommending that the fine be remitted.

Remit 2 78 of the deduction noted in report for week ended April 11, 1885; it having been shown by a corrected register of arrivals and departures for March of postmaster at Independence that an arrival and a departure occurred at that office March 23.

Remit 559 39 of the deduction noted in report for week ended July 11, 1885; it having been shown by a re-examination of the evidence in the case that there were no failures at Laredo, Tex., on route 31007 to arrive May 8, 12, and to arrive and depart May 9, 11, 13, 14, 15, 16, 1885, as charged; that the registers of the postmaster were erroneously numbered, and that the failures should have been charged to the Texas Mexican Railway Company's route 31016; it also appearing from the correct report that the company failed to depart from Laredo with the mail May 2, 1885.

AUGUST 8, 1885, INCLUSIVE.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION. Fines.	DECISION. Deductions.
Apr. 1 to June 30, 1885	Bastress	Failure to perform return trip from Bastress by way of the intermediate offices thereby failing on 410 miles one way		$16 87
Feb. 11, 1884, to June 30, 1885	Brownsdale	Failure to supply one way	$42 15	
Feb. 2 to June 30, 1885	Luling	Failure to supply		
Apr. 1, 2, 3, 4, 6, 7, 8, 9, 70, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 24, 27, 29; May 4, 11, 18, 25, 27, 26, 29, 30; June 9 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 1885.	On the route	Failure on 2½ miles one way		8 54
Apr. 4, 11, 1885	do	Failure total		1 82
Apr. 3, 1885	do	Failure on 9 miles both ways		1 21
Apr. 11, 1885	do	Failure total		1 68
Jan. 1 to Apr. 18, 1885	Bet. Bean Rock and Southern.	Failure to perform service		
Apr. 19 to June 17, 1885	On the route	Failure to perform service on 17 miles from June 17 to June 30, 1885.		125 99
May 28, 1885	do	Failure on 42 miles		
Apr. and May, 1885	do	Failure on 15 miles once in each month.		6 01
Apr. 17; June 5, 1885	Venters	Failure to depart		
Apr. 18; June 30, 1885	do	Failure to arrive		
Apr. 10, 17; June 5, 1885	Sand Lick	do		5 65
Apr. 11, 18; June 30, 1885	do	Failure to depart		
Apr. 1, 23, 1885	On the route	Failure on 6 miles		1 23
Apr. 23, 30, 1885	Lockesburgh	Failure on 4 miles both ways		
Apr. 23, 27, 1885	Rocky Comfort	Failure on 14 miles both ways		3 79
June, 1885	Elba	No evidence of service		14 42
do	Rayville	do		16 56
Apr. and May, 1885	Cypress	do		20 10
During second quarter, 1885	Whitman	do		9 62
May 11, 1885	Eastland	Failure to arrive and depart		
Apr. 6, 22; May 11, 27; June 10, 15, 1885.	Merriman	do		3 43
Mar. 24; Apr. 21, 28, 1885	On the route	Failure total		
June 9, 1885	Coleman	Failure to arrive and depart		24 07
June, 1885	Atoka	No evidence of service		
During second quarter, 1885	Berryville	do		37 50
do	On the route	Failure total on 6 miles		13 70
do	do	No evidence of service		16 50
Apr. 3, 6, 10, 15, 17, 22, 24, 29, 1885.	do	Failure on 3 miles each way		1 76
Apr. 1 to 15, 1885	Baker City to Downie's Ranch.	Mail carried in same conveyance which carried mail on route 44212.		44 85
Apr. 16 to 21, 1885	Britten to Downie's Ranch.	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE.				
6024	Eagle Bridge to Rutland	N. Y	D. and H. Canal Co	$4,300 30	$6 68
23063	Shumway to Effingham	Ill	W., St. B. and P. Rwy	441 42	70
31046	Trinity to Colinsneil	Tex	Mo. Pacific Rwy	1,997 22	6 38
31046	..... do	Tex	.....do		
31046	.....do	Tex	.....do		
31048	Longview to Easton	Tex	G. S. and St. L. Rwy	588 66	94
31048	.....do	Tex	.....do		
32001	Atoka to Lehigh	Ind. T	Mo. Pacific Rwy	344 13	54
32001	.....do	Ind. T	....do		
32002	Vinita to Tulsa	Ind. T	St. L. and San F. Rwy	2,173 06	3 47
33001	Kansas City to Denver	Kans	Union Pacific Rwy	14,879 68	157 36
33001	.....do	Kans	.....do		
33003	Atchison to Waterville	Kans	Central Branch Union Pacific Rwy.	13 734 72	18 81
33004	Lawrence to Coffeyville	Kans	S. Kans. Rwy	10,555 45	16 86
33005	Cherry Vale to Hunnewell	Kans	.....do	10,768 07	14 75
33005	...do	Kans	.....do		
33006	Kansas City to Ottawa	Kans	.....do	7,788 49	5 74 10 66
33008	Kansas City to Webb City	Kans	Kans. City, Fort S. and Gulf R. R.	19,584 24	13 41
33016	Topeka to Kansas City	Kans	A., T. and S. Fe. R. R	17,118 70	11 79 23 58
33021	Waterville to Washington	Kans	Central Branch Union Pacific R. R.	2,309 64	3 68
33022	Greenleaf to Concordia	Kans	.....do	5,500 98	7 53
33024	Cherry Vale to Arcadia	Kans	K. C., Ft. S. and G. R. R	3,856 72	5 28
33026	Concordia to Lenora	Kans	C. B. of U. P. R. R	12,675 02	17 36
33027	Yuma to Warwick	Kans	... do	1,319 26	2 10
33030	Florence to Ellenwood	Kans	A., T. and S. Fé R. R	5,410 16	8 64
33030	.....do	Kans	... do		
33038	Leavenworth to Meriden Junction	Kans	L., T. and S. R. R	2,008 39	3 20
33041	Ottawa to Emporia	Kans	S. Kans. R. R	2,546 66	4 06
33041	.....do	Kans	.....do		
33041	.....do	Kans	.....do		
33042	Wichita to Cheney	Kans	W. and W. R. R	2,511 13	4 01
33042	.....do	Kans	.....do		
33042	Wichita to Kingman	Kans	.....do	4,315 94	6 89
38003	Denver to Fort Collins	Colo	Colo. Central R. R	8,170 88	11 19
38004	Cucharas to Espanola	Colo	D. and R. G. R. R	15,796 50	21 63
38005	Denver to Leadville	Colo	D., S. P. and P. R. R	13,384 88	18 33
38005	.....do	Colo	.....do		
38007	Denver to Cheyenne	Colo	D. Pacific R. R	13,431 00	18 39
38010	Cañon City to West Cliffe	Colo	D. and R. G. R. R	1,627 39	2 59
38012	Salida to State Line	Colo	.....do	23,811 93	23 61
28014	Nathrop to Castleton	Colo	D. S. P. & P. R. R	4,415 27	
38014	.....do	Colo	.....do		
38021	Forks Creek to Central City	Colo	Colo. Central	1,731 87	
83021	.... do	Colo	.....do		

fiscal year ending June 30, 1886—Continued.

AUGUST 8, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 17, 1885	Eagle Bridge	Failure to arrive and depart		$6 86
June 29, 30, 1885	On the route	Failure half trip		1 40
Apr. 23, 1885	Trinity	Failure to arrive		
Apr. 24, 1885	do	Failure to depart		9 57
June 29, 1885	Colinsneil	Failure to arrive		
Feb. 1, 2, 11, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 28; May 5, 6, 7, 8, 9, 21, 22, 23, 24, 26, 27, 28, 29, 31; Mar. 3; June 3, 4; July 28; Sept. 17; Nov. 8; Dec. 4, 5, 13, 24, 26, 27, 1884; Jan. 1, 2, 3, 5, 6, 14, 16, 17, 19; Feb. 2, 3, 11, 18, 27; May 2, 4, 9; June 13, 25, 1885.	On the route	Failure round trip		138 18
Mar. 21, 28; Apr. 11, 14, 22, 25; May 3; June 17, 30; July July 29; Sept. 2, 10, 16, 23, 30; Oct. 15, 1884; Jan. 21, 22, 23, 24; Feb. 17, 25, 28; Apr. 28; June 20, 1885.	do	Failure half trip		
Apr. 22, 23, 24; June 28, 1885	do	Failure round trip		5 40
May 12, 26, 1885	do	Failure half trip		
Apr. 22, 23, 1884	do	Failure round trip		13 86
Apr. 13, 1885	Kansas City	Failure to connect		629 44
Apr. 5, 11, 21; May 29; June 6, 11, 12, 1885.	Denver	do		
Jan. 1, 1885	Atchison	Failure to arrive		9 40
May 18, 19, 1885	Coffeyville	Failure to arrive and depart		33 72
May 16, 17, 18, 1885	Cherry Vale	do		51 62
May 19, 1885	do	Failure to arrive		
June 29, 1885	Kansas City	Train No. 4 failed to connect		10 66
No. 2, Apr. 3, 5, 15, 22, 30; May 7; No. 4, Apr. 2, 4, 9, 15, 16, 17, 22, 24, 26; May 6; June 17, 30, 1885.	do	Failure to connect		120 69
No. 22, Apr. 7, 1885	do	do		5 89
Feb. 9, 1885	Washington	Failure to depart		1 84
May 24, 1885	Greenleaf	Failure to arrive		3 76
Apr. 21, 1885	Cherry Vale	Failure to arrive and depart		5 28
Apr. 11, 1885	Lenora	do		17 36
June 20, 1885	On the route	Failure half trip		2 10
June 13, 1883	Ellenwood	Failure to arrive		12 96
July 6, 1884	do	Failure to arrive and depart		
Feb. 9, 1885	On the route	Failure round trip		6 40
Apr. 19, 1884	do	Failure half trip		
Jan. 27, 28, 1885	do	do		17 84
Feb. 5, 6, 1885	Between Neosho Rapids and Emporia.	Failure one way (11.30 miles)		
June 13, 1884	Cheney	Failure to depart		
June 18, 1884	do	Failure to arrive and depart		13 41
Apr. 21, 1885	Between Garden Plain and Kingman.	Failure both ways (24.67 miles)		
Apr. 23, 1885	Fort Collins	Failure to depart with the mail.		5 59
During second quarter, 1885	Between Antonita and Espanola.	Failure on three-times-a-week service.		1,025 95
Mar. 1 to May 31, 1885	Leadville	Failure to arrive and depart		1,747 30
June 1, 2, 3, 4, 1885	Between Como and Leadville.	Failure both ways (63.16 miles)		
No. 3, June 15, 23, 24, 25, 26, 1885.	Denver	Failure to connect		11 90
May 9, 1885	On the route	Failure half trip		2 59
May 7, 1885	Salida	Failure to arrive		16 30
Arr. to June 7, 1885	Between Nathrop and Saint Elmo.	Failure to perform service (17 11 miles).		372 87
During second quarter 1885	Between Gunnison and Castleton.	Failure to perform service		
Apr. 23; June 30, 1885	On the route	Failure round trip		3 95
June 29, 1885	do	Failure half trip		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
38023	Denver to Pueblo	Colo	D. & N. O. R. R	$579 18	$0 79
38023	do	Colo	do		
38025	Manitou Junction to Colorado Springs.	Colo	do	412 11	56
38026	Dickey Station to Dillon	Colo	D. S. P. & P. R. R.	118 85	16
38026	do	Colo	do		
38027	Greeley to Stout	Colo	G. S. Lake & P. R. R.	1,669 39	2 66
39002	Antonito to Silverton	N. Mex	D. & R. G. R. R	17,886 83	24 50
39002	do	N. Mex	do		
39008	Nutt Station to Lake Valley	N. Mex	A., T. & S. Fe R. R	586 95	80
41001	Ogden City to Frisco	Utah	Utah Central R. R.	22,345 12	30 60
41002	State Line to Ogden City	Utah	D. & R. G. Wn. R. R	30,346 30	41 57
41006	Bingham Junction to Alta	Utah	do	786 60	
41009	Colton to Scofield	Utah	do	739 57	1 18
41009	do	Utah	do		
41011	Lehigh Junction to Tintic	Utah	S. L. & W. R. R.	2,287 12	
42001	Shoshone to Ketchum	Idaho	O. Short Line R. R.	4,009 72	5 49 6 40
42001	do	Idaho	do		
42001	do	Idaho	do		
42001	do	Idaho	do		
43002	Seattle to Newcastle	Wash	C. & P. Sound R. R.	866 97	1 38
43002	do	Wash	do		
43006	Palouse Junction to Colfax	Wash	C. & P. R. R.	3,812 44	6 09
43006	do	Wash	do		
43009	Wallula to Missoula	Wash	N. Pacific R. R.	66,462 07	91 04
43066	do	Wash	do		
	MAIL-MESSENGER SERVICE.				
69089	Cobham to railroad	Pa	W. N. Mabie	60 00	09
89256	West Troy to railroad	Mich	J. E. Mailhoit	150 00	
	Remissions.				
	STAR SERVICE.				
8713	Home to Frostburgh	Pa	D. M. Postlewait	425 01	97 19
12261	Ringwood to Tunnelton	W. Va	E. M. Mineer	174 00	27
44173	Marshfield to Koquille	Oreg	F. Jarvis	1,558 82	2 48

WEEK ENDING SATURDAY,

	STAR SERVICE.				
8444	Honesdale to Damascus	Pa	D. Richmond	$640 37	$1 02
8444	do	Pa	do		
8444	do	Pa	do		
8444	do	Pa	do		
18354	Bolton Depot to Satartia	Miss	G. A. McLean	446 00	2 14
26422	Stettin to Maple Bay	Minn	P. W. Horton	245 00	1 17
	STEAMBOAT SERVICE.				
3396	Boston to Hull	Mass	G. P. Cushing	200 00	
29095	Terrence to Pine Bluff	Ark	E. H. Van Ether	6,700 00	32 20
29095	do	Ark	do		

fiscal year ending June 30, 1886—Continued.

AUGUST 8, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 5, 1885	Denver	Failure to connect		$28 02
Apr. 23, 1885	On the route	Failure round trip		
Apr. 23, 1885	do	Failure round trip		1 12
Feb. 24, 25, 26, 27, 28; Mar. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 1885.	do	Failure to perform service		31 67
Mar. 23 to June 4, 1885	do	No service by the Rwy. Co		
Apr. 23, 1885	do	Failure half trip		2 66
Apr. 4, 1885	do	Failure on 41.40 miles		
Apr. 12, 1885	Between Durango and Silverton.	Failure on 44.40 miles		9 74
Aug. 25; Nov. 26, 1884	On the route	Failure half trip		1 60
June 9, 1884	Frisco	Failure to arrive		15 30
May 8, 9, 1884	Ogden City	Failure to arrive		41 57
May 16 to 29, 1885	On the route	Failure of the R. R. Co. to perfect service.		15 12
Apr. 24; June 2, 1885	Colton	Failure to depart		
Apr. 24; June 2; June 13, 1885.	Scofield	Failure to arrive		2 95
Jan. 1 to Mar. 31, 1885	Between Ironton Station and Tintic.	Failure to perform service		37 40
Dec. 23, 1884	Between Shoshone and Hailey.	Failure both ways (56.97 miles)		
Dec. 24, 1884	Between Hailey and Ketchum.	Failure both ways (13.02 miles)		49 38
Feb, 14, 16, 17, 1885	On the route	Failure round trip		
Apr. 28, 1885	Seattle	Failure to arrive and depart		2 07
do	Newcastle	Failure to arrive		
Feb. 11 to Sept. 24, 1884	On the route	Failure to perform service		
Sept. 25, 1884, to June 30, 1885.	do	Failure on three-times-a-week service.		3, 828 48
June 3, 1885	Wallula	Failure to arrive and depart		
May 22; June 2, 1885	Missoula	Failure to depart		182 08
During two quarters, 1885	On the route	Failure 5 trips		54
do	do	Failure to perform service		37 50

Remit $0 58 of the deduction noted in report for week May 2, 1885, it having been shown by affidavit of contractor that service was performed on 6 of the 20 miles deducted for, on January 17. 1885.

Remit 5 00, the fine noted in report for week ended July 18, 1885, it having been shown that the failure at Ringwood was caused by late arrivals of the trains at Tunnelton, the carrier waiting to connect there at the request of the postmaster.

June 15, 16, 2 48, the deduction noted in report for week ended July 25, 1885, it having been shown by corrected report from postmaster, that mail departed June 15, 16.

AUGUST 15, 1885, INCLUSIVE.

Apr. 1, 1885	Damascus	Failure to arrive and depart		
Apr. 4, 1885	Honesdale	Failure to arrive and depart		
Apr. 29, 1885	On the route	Failure on 15½ miles both ways.	$5 00	$3 38
June, 1885	Boyd's Mills	Failure to supply according to contract.		
Apr. 17, 1885	On the route	Failure total		4 28
May and June, 1885	Stettin	No evidence of service		20 52
May 1, 2, 1885	On the route	Failure to perform service		2 20
Week ended July 25, 1885	Pine Bluff	Failure to depart one		
July, 1885	do	Failure to arrive and depart four times, the service having been performed by land instead.		91 10

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
61005	Bethlehem to railroad	N. H.	C. H. Greenleaf	$250 00	
61038	Lower Bartlett to railroad	N. H.	A. Pitman	65 10	
77027	Lodi to railroad	Ga	W. Glanton	40 00	
	RAILROAD SERVICE.				
25	Strong Station to Kingfield	Me	F. and M. Rwy	649 37	$1 03
25	do	Me	do		
2011	South Lunenburg to Swanton	Vt	B. and L. Rwy	8,272 98	13 21
6079	Poughkeepsie to State line	N. Y.	P., H. and B. Rwy	1,920 75	
6104	Springville to Sardinia Junction	N. Y.	S. and S. Rwy	495 47	
6131	Tannersville Junction to Kaaterskill	N. Y.	Kaaterskill Rwy	399 69	
18010	Natchez to Jackson	Miss	N., J. and C. R. R.	10,033 51	13 74
44001	Portland to Glendale	Oreg	O. and C. R. R.	29,730 70	47 49
44001	Portland to Grant's Pass	Oreg	do	33,553 27	53 59
44001	Portland to Phœnix	Oreg	do	37,758 43	60 31
44001	do	Oreg	do		
44003	Umatilla to Huntington	Oreg	O. Rwy. and Nav. Co	21,585 30	29 56
44003	do	Oreg	do		
44003	do	Oreg	do		
44003	do	Oreg	do		
44003	do	Oreg	do		
44003	do	Oreg	do		
44003	do	Oreg	do		
44003	do	Oreg	do		
45002	Palisade to Eureka	Nev	E. and P. R. R.	5,826 21	
45003	Battle Mountain to Austin	Nev	Nev. Central R. R.	4,022 77	
	Remissions.				
	STAR SERVICE.				
11352	Lebanon to Rust	Va	E. Buckler	219 75	1 05
17520	Daphne to Millview	Ala	M. A. Moore	548 00	
19297	Tollett to Spring	Tenn	W. B. Catching	198 95	
24160	Waterloo to Francisco	Mich	W. H. Smith	99 00	47
24368	Harrison to Vogle Center	Mich	J. B. Colegrove	290 00	2 78
24397	Frankfort to Traverse City	Mich	R. A. Campbell	500 00	1 60
24499	Frankfort to Glen Haven	Mich	T. F. Young	572 00	2 75
26158	Ellington to Claremont	Mich	A. H. Sanborn	141 00	67

fiscal year ending June 30, 1886—Continued.

AUGUST 15, 1885, INCLUSIVE—Continued.

Date of delinquency.	Pace of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 15 to 30, 1885	On the route	No evidence of service		$10 98
June, 1885	do	Only 3 times a week service performed.		1 30
During second quarter, 1885	do	No evidence of service		10 00
Jan. 28, 29; Feb. 12, 13, 18, 19, 1885.	do	Failure half trip		
Feb. 2, 5, 10, 11, 17; Apr. 8, 1885.	do	Failure half trip		18 54
Mar. 21, 1885	Between South Lunenburgh and Miles's Pond.	Failure both ways, 7.16 miles		1 60
During second quarter, 1885	Between Boston Corners and State line.	Failure to perform service		73 64
do	On the route	Failure to perform service		123 87
do	do	Failure to perform service		99 92
Apr. 7, 8, 9, 1885	do	Failure round trip		82 44
Jan. 5; Mar. 10, 24, 1884	Portland	Failure to arrive		
Dec. 24, 1884	Glendale	do		
Dec. 25, 26, 27, 28, 29, 1883	do	Failure to arrive and depart		556 24
Jan. 11, 14, 16, 29; Mar. 4; Feb. 18, 20, 1884.	Grant's Pass	Failure to arrive		
Dec. 17, 1884; Jan. 13, 14, 15, 16, 17, 25, 1885; Feb. 1, 11; Mar. 22; Apr. 5, 1885.	Umatilla	do		
Jan. 19; Feb. 15, 1885	do	Failure to depart		
Jan. 18, 1885	do	Failure to arrive and depart		
Dec. 19, 1884; Jan. 13, 16, 17; Feb. 1, 1885.	Huntington	Failure to arrive		2,036 00
Jan. 24; Feb. 3, 14, 28, 1885	do	Failure to depart		
Jan. 18, 19, 20, 21, 22, 23; Feb. 2, 12, 13, 1885.	do	Failure to arrive and depart		
Dec. 20, 1884, to Jan. 12, 1885	On the route	Failure to perform service		
During second quarter, 1885	do	do		728 27
do	do	do		502 84

Remit $0 85 of the deduction noted in report for week ended July 18, 1885, it having been shown that all but 2½ miles of the service was performed April 17, 1885.

Remit 10 53 of the deduction noted in report for week ended January 24, 1885, it having been shown by the records in the contract office of this division two round trips were performed October 20 to 25, 1884, which have been recognized and charged to the contractor.

Remit 16 50, the amount noted in report for week ended August 1, 1885, it having been shown the monthly registers for May and June, 1885, have this day been received and service duly performed for those months without failure.

Remit 0 47 of the deduction noted in report for week ended April 25, 1885, it having been shown by the corrected report of the postmaster at Francisco, that the full trip was made of January 24.

Remit 2 38 of the deduction noted in report for week ended May 2, 1885, it having been shown by the certificate of the postmaster at Winterfield, that on that date when failure to arrive and depart at Vogle Center was charged service was performed to within 2 miles of that point.

Remit 1 60, the deduction noted in report for week ended May 2, 1885, it having been shown by statement of the postmasters at Frankfort and Traverse City, that the full number of trips was made in February, although on irregular days.

Remit 3 87 of the deduction noted in report for week ended May 2, 1885, it having been shown by the affidavit of carrier and statement of postmaster at Glen Haven, that on the dates when failures were charged service equivalent to 11 miles both ways was performed.

Remit 0 67 of the deduction and fine of $2 noted in report for week ended July 25, 1885, it having been shown by the certificate of the postmaster at Claremont, that the carrier performed the service June 3, 1885, instead of June 2, being delayed by bad roads. It has been shown by letter of the postmaster at Claremont, and affidavit of the patrons of the Ellington post-office, that the failure by carrier to observe schedule was caused by a change in the running time of mail trains, and an order having been made August 12, 1885, changing the schedule on this route.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE.				
28018	Mount Pleasant to Saint Peter.....	Mo	St. L., K. & N. W. Rwy..	$26,877 28	$42 93
34006	Crete to Beatrice	Nebr ...	O. & S. Western Rwy ...	2,175 94	3 47

WEEK ENDING SATURDAY,

	STAR SERVICE.				
18135	Bay Springs to Rara Avis	Miss....	G. L. and J. W. A. Davis.	$224 00	$1 07
18187	Cotton Gin Port to Central Grove ..	Miss ..	J. A. Craft	56 00	.....
18261	Yazoo City to Satartia.....	Miss....	J. J. Campbell	465 38	.....
22382	Onward to Dow	Miss....	V. Boreing	130 00	41
24487	Brampton to Manistique	Mich ...	W. H. Smith	3,390 00	5 41
24487	.....do	Mich ...	.....do	.....	.....
24487	.....do	Mich ...	.....do	.....	.....
24487	.....do	Mich ...	.....do	.....	.....
24487	.....do	Mich ...	.....do	.....	.....
24487	.....do	Mich ...	.....do	.....	.....
24487	.....do	Mich ...	.....do	.....	.....
28745	Claryville to Seventy-Six	Mo	J. D. Emerson	400 00	1 28
29439	Beirne to Rome.....	Ark	C. C. Morse	54 50	51
29439	.....do	Ark	... ..do	.....	.....
	STEAMBOAT SERVICE.				
10094	Baltimore to Wilson's Wharf.....	Md	E. Shore S. B. Co	400 00	6 78 2 64
10096	Baltimore to Saint Michael's.....	Md	H. C. Dodson.....	468 00	1 50
10096	.....do	Md	.....do	.....	.....
10096	.....do	Md	.....do	.....	.....
10100	Baltimore to Cambridge	Md	Md. St. Bt. Co.....	2,400 00	3 83
11090	Norfolk to Cape Charles.....	Va.....	R. B. Corke	7,971 62	13 69
	RAILROAD SERVICE.				
23027	State Line to Warsaw	Ills	W. Saint Louis and Pacific Rwy.	27,004 37	43 13
23027	.....do	Ills	.....do	.....	.....
23027	.....do	Ills	.....do	.....	.....
30013	Baton Rouge to Port Allen.....	La.....	Missouri Pacicfic Rwy.	478 60	.....
	MAIL-MESSENGER SERVICE.				
69313	Norritonville to railroad.....	Pa.....	D. U. Cassell.....	72 00	23
72070	Rosaryville to railroad	Md	William Furlong.....	40 00	.....
72070	.....do	Md	J. H. Brown	50 00	.....
74054	Peerless to railroad.....	W. Va..	F. G. McConihay.....	60 00	.....
90220	Crivitz to railroad.....	Wis	J. Murphy.....	100 00	.....
95036	Rob Roy to railroad	Ark	William Nickols.....	144 00	.....
96023	Dorceyville to railroad.....	La.....	Jules Red.....	52 00	.....
96078	Lucy to railroad.....	La.....	E. Bossier.....	95 00	13
102092	Vincent to railroad.....	Nebr ...	W. S. Crippen.....	96 00 120 00	.....

fiscal year ending June 30, 1886—Continued.

AUGTST 15, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DES'SION.	
			Fines.	Deductions.

Remit $94 69 of the deduction noted in report for week ended April 1[illegible], 1885, it having been shown by the affidavit of C. M. Leroy, assistant superintendent of the St. L., K. and N. W. Rwy., and a re-examination of the evidence in the case, that on February 9, 10, 11, 19, 1885, there was an aggregate of 417.70 miles more service performed one way than the company was credited with.

Remit 6 94, the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of G. W. Holdredge, assistant general manager of the O. and S. Western R. R., and the statements of the postmasters at Crete and Beatrice that the company ran its trains and carried the mails both ways over route 34006, March 9, 1885.

AUGUST 22, 1885, INCLUSIVE.

May and June, 1885	Bay Spring	No evidence of service		$18 75
Dec., 1884; Apr., May, and June, 1885.	Central Grove	do		9 38
June, 1885	Satartia	do		19 18
June, 1885	On route	do		10 71
Feb. 9, 12, 1885	Manistique	Failure to arrive		
Feb. 11, 13, 1885	do	Failure to depart		
Mar. 17, 18, 19, 20, 21, 23, 25, 27, 28, 1885.	do	Failure half trips		
Mar. 26, 1885	do	Failure round trips		66 56
Mar. 30, 1885	do	Failure to arrive		
Mar. 31, 1885	do	Failure to depart		
Mar. 30, 31, 1885	Brampton	Failure to arrive and depart		
Apr. 6, 29; May 1, 4; June 15, 17, 19, 22, 24, 26, 29, 1885.	Grand Eddy and Seventy-six.	Failure on 5 miles		7 04
June 27, 1884	Beirne	Failure to arrive and depart		
Dec., 1884 and June, 1885	Rome	No evidence of service		5 05
May, 1885	Between Baltimore and Crisfield.	Failure of 6½ trips		88 14
Apr. 1 to 30, 1885	On route	Failure total		
May 1, 1885	Baltimore	Failure to arrive		40 07
May 2, 1885	do	Failure to depart		
Apr., 1885	On route	Failure of 9½ trips		72 77
May 1, 1885	do	Failure total		27 38
Jan. 12, 15, 17, 19, 21, 22, 23, 26, 28, 29, 30; Feb. 9, 10, 13, 14, 16, 18, 19, 21, 23, 25, 26, 27, 28; Mar. 2, 6, 7, 14, 17, 18, 19, 20, 1885.	Keokuk	Failure to arrive and depart		1, 574 24
Jan. 27; Feb. 3, 4, 12, 24, 1885	do	Failure to arrive		
Jan. 20; Feb. 11, 17; Mar. 3, 1885.	do	Failure to depart		
April 1 to May 31, 1885	Between West Baton Rouge Junction and Port Allen.	Failure to perform service		20 04
During second quarter, 1885.	On the route	Failure one trip		23
May 23 to June 7, 1885	do	Failure to perform service		1 64
April 1 to 23, 1885	do	No evidence of service		3 16
Oct. 1 to 23, 1884	do	do		3 75
During second quarter, 1885.	do	Mail frequently intrusted to unsworn person.	$5 00	
Oct. 1 to Dec. 15, 1884	do	Failure to perform service		29 74
July 1 to Aug. 9, 1884	do	No evidence of service		5 65
During second quarter, 1885.	do	Failure 6 trips		78
do	do	Failure 5 trips		1 50

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions.				
	RAILROAD SERVICE.				
6108	Attica to Cuba	N. Y.	T. Valley and C. Rwy	$2,561 57	$4 09
22022	Anderson to Benton Harbor	Ind	C. W. and Mich. Rwy	10,700 90	17 09
22026	Washington to Evansville	Ind	I. and E. Rwy	2,492 32	3 98
	STAR SERVICE.				
11425	Columbia to Keswick Depot	Va	J. M. Hudson	349 00	1 11
20301	Hartford to Pellville	Ky	J. A. Craft	590 00	1 89

WEEK ENDING SATURDAY,

	RAILROAD SERVICE.				
16008	Volusia to Leesburgh	Fla	St. J. & L. E. Rwy	$2,126 81	
				2,339 74	
19012	Inman to Bridgeport	Tenn	N. C. & St. L. Rwy	1,065 32	$1 70
24040	Marquette to Houghton	Mich	M. H. & O. Rwy.	5,708 79	9 11
36002	Helena to Wickes	Mont	H. & J. County Rwy	1,134 15	1 55
36002	do	Mont	do		
	STEAMBOAT SERVICE.				
1096	Lakeside to Middledam	N. H.	C. A. J. Farrer	200 00	
	Remissions.				
	RAILROAD SERVICE.				
6107	Mechanicsville to Eagle Bridge	N. Y.	B., H. T. and W. Rwy	1,557 76	2 48
7029	Whiting to Atsion	N. J	N. J. Southern R. R	1,053 36	1 68
21016	Galion to Indianapolis	Ohio	C., C., C. and I. Rwy	5,101 75	
2307	White Heath to Decatur	Ill	W., St. L. and P. Rwy	1,361 80	7 17

fiscal year ending June 30, 1886—Continued.

AUGUST 22, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $82 00 of the deduction noted in report for week ended April 11, 1885, it having been shown by affidavit of John V. D. Loomis, superintendent of the T., V. & C. Railroad Company, and the statement of the postmaster at Cuba, N. Y., and a review of the evidence in the case, that on February 9, 10, 17, 18, 19, 20, 21, 23, 24, 25, March 2, 3, 4, 5, 9, 12, 13, 16, 17, 20, 21, 23, 24, 25, 26, 27, 28, and 30, 1885, there was an aggregate of 600.69 miles both ways more service performed by the company (by train and team) than it was credited with.

Remit 26 52 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavit of N. Backley, general manager of the C., W. & M. Railroad, and a review of the evidence in the case, that on February 9, 10, 11, 16, 1885, the company ran its trains and carried the mails an aggregate of 255.62 miles one way more than it was credited with.

Remit 1 99 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavit of D. J. Mackey, superintendent of the E. & I. Railroad Company, that the failures at Evansville, Ind., to connect with depending mails January 27, 1885, was not due to negligence, misconduct, or want of proper skill on the part of the agents and employés of the company.

Remit 3 13 of the deduction noted in report for week ended July 25, 1885, it having been shown by late evidence that all but 8½ miles of the trip of May 25, 1885, was performed; that the failures of June 12, 15, 17, 19, 1885, were caused by the breaking down of a bridge, causing extra travel.

Remit 19 37 of the deduction noted in report for week ended May 16, 1885, it having been shown that the service was performed in March, except three partial trips of 22 miles each, which, with the failures already reported, would make the deduction proper in this $32.49, instead of that already made.

AUGUST 29, 1885, INCLUSIVE.

Feb. 8, 1881, to Dec. 21, 1884...	Between Volusia and Astor	Failure to perform service....	.....	$83 70
Jan. 29; Feb. 10, 1885.....	Bridgeport.....	Failure to connect.....	.....	1 70
Apr. 24, 1885	Marquette.....	Failure to arrive.....	.....	4 55
Dec. 4, 1884.....	Helena	Failure to depart	.....	2 32
Oct. 18, 1884; June 3, 1884	Wickes.....	.....do	.....	
June, 1885	On the route.....	No evidence of service.....	.....	49 18

Remit $14 88 of the deduction noted in report for week ended April 18, 1885, it having been shown by the statement of R. C. Jackson, Superintendent Railway Mail Service, that the service was performed on route 6107, Mechanicsville to Eagle Bridge, February 11, 18, and 19, 1885.

Remit 1 68 of the deduction noted in report for week ended April 25, 1885, it having been shown by the statements of D. Jones, comptroller of the P. and R. Railroad Company, and T. B. Stiles, postmaster at Atsion, that the failure to deliver the mail at that place March 4 11, 1885, was the fault of the railway postal clerk, or his substitute, in not putting it off the train, and not of the railroad company.

Remit 8 14 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavits of T. A. Switz and E. B. Thomas, general manager of the C., C., C. and I. Railway, that the failure to run a postal car on the train numbered 3, January 31, 1885, was caused by a wreck near New London, Ohio, but that the mail was transferred to a baggage car, supplying all facilities, and sent forward on same train, arriving at Indianapolis at 9.10 p.m. on the date named.

Remit 108 08 of the deduction noted in report for week ended April 25, 1885, it having been shown by the affidavits of E. W. Armstrong, superintendent, and F. N. Dunn, train dispatcher of the middle division of the W., St. L. and P. Railway Company, corroborated by the statement of J. E. White, Superintendent Railway Mail Service, that the railroad company ran its trains and received and delivered the mail at White Heath and Decatur daily, except Sundays, during the month of January, 1885.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE—continued.				
27005	Burlington to U. P. Transfer.....	Iowa ...	C., B. and Q. Rwy.....	$21,066 00	$165 84
28006	Kansas City to U. P. Transfer.....	Mo	K. City, St. J. and C. B. Rwy.	34,492 30	10 02
41002	State Line to Ogden City.....	Utah ...	D. and R. G. W. Rwy....	30,346 30	41 59
28010	Kansas City to Cameron.....	Mo	H. and St. Jo. Rwy.....	10,435 75	7 14 14 29
	STAR SERVICE.				
6730	Sterling Valley to Sterling Station .	N. Y....	W. S. Stoddard	280 00	22
29253	Sheridan to Pine Bluff.....	Ark	J. B. Gean.....	195 00	1 87
29253	.....do	Ark	.....do	195 00	1 87
31816	Wharton, Matagorda.....	Tex	J. J. Horton	2,636 20	4 00
31816	.....do	Tex	.....do	2,636 00	4 21

WEEK ENDING SATURDAY

	RAILROAD SERVICE.				
24039	Fort Gratiot to Chicago	Mich ...	C. & G. Trunk Rwy	$26,044 49	$41 60
24039	.....do	Mich ...	.....do	.....	.....
24039	.....do	Mich ...	.....do	.....	.....
35016	Jamestown to Carrington.....	Dak	J. & Northern Rwy	1,858 77	2 96
35016	.....do	Dak	.....do	.....	.....
35016	Jamestown, New Rockford.....	Dak	.....do	2,550 89	4 07
35016	.....do	Dak	.....do	.....	.....
	MAIL-MESSENGERS SERVICE.				
80038	Riverton to railroad	Miss ...	W. W. Wilson.....	124 00	.....
80042	Tallulah to steamboat landing	Miss....	Sam Davis	96 00	.....
80044	Wahalak to flag-station.....	Miss ...	L. Shelton	120 00	.....
85210	Slate Cut to railroad	Ind.....	P. B. Crawford	20 00	.....

fiscal year ending June 30, 1886—Continued.

AUGUST 29, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $82 92 of the deduction noted in report for week ended April 11, 1885, it having been shown by the statement of J. E. White, Superintendent Railway Mail Service, that the train numbered 7 of February 9 arrived at Council Bluffs with the mail at 1.30 a. m. of the 10th, and it appearing from the report of the postmaster that train No. 7 of February 10, 1885, also arrived with the mail on time.

Remit 55 11 of the deduction noted in report for week ended May 9, 1885, it having been shown by the affidavits of J. R. Hardy, superintendent, and G. M. Hohl, chief train dispatcher of the K. C., St. J. and C. B. Railroad Company, that the failures of train No. 2, January 24, February 22; No. 4, January 5, 15, 24, 28; No. 8, January 24, February 20, 25; No. 12, January 1, February 6, 1885, to connect with depending mails at Kansas City, Mo., were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 65 59 of the deduction noted in report for week ended November 1, 1884, it having been shown by the affidavit of A. L. Horner, assistant superintendent of D. and R. G. W. Railroad Company, and a review of the evidence in the case, that trains carrying the mails were run as follows, to-wit: One way between Acheron and Green River, 80.88 miles, July 12, 13, 14, and one way between State Line and Blake, 82.88 miles, July 17, 18, 19, 1884 (an aggregate of 491.26 miles one way).

Remit 17 85 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of S. E. Crance, superintendent of the H. and St. Jo. Railroad Company, that the failures at Kansas City, Mo. of train No. 1, January 13, 24, 26, February 9, and No. 3, February 18, 1885, to connect with depending mails were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 88 of the deduction noted in report for week ended April 25, 1885, it having been shown by the second set of registers sent by the postmaster at Sterling Station and Sterling Valley for the first quarter, 1885, that the contractor failed on 9 round trips during the quarter instead of 11 round trips.

Remit 96 of the deduction noted in report for week ended January 31, 1885, it having been shown by certificate of Postmaster, Darysaw and Sheridan that failure of December 29, 1884, extended only over 4 miles, instead of 11 miles, so that deduction shouldbe 50 cents.

Remit 6 23 of the deduction noted in report for week ended August 2, 1884, it having been shown by certificate of Postmaster, Darysaw and Sheridan, also a re-examination of the case, that the failures of April 21 and 28 and May 5, extended only over 4 miles (each date), so that deduction should be $1.66

Remit 37 80 of the deduction noted in report for week ended February 25, 1885, it having been shown by a re-examination of all the evidence in this case that the failures in January were as follows: Wharton, January 16, 19, 21, 23, 26, to arrive; January 15, 17, 22, 24, to depart. Matagorda, January 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 26, 30, 31, to arrive; January 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24, 26, 27, 31, to depart; and that these failures were due to bad roads and high water, so that deduction should by $84.

Remit 41 21 of the deduction noted in report for week ended May 2, 1885, it having been shown on re-examination of this case that the contractor is erroneously charged with failure at Matagorda to arrive and depart February 1, 1885.

SEPTEMBER 5, 1885, INCLUSIVE.

Feb. 9, 16, 1885	Fort Gratiot	Failure to arrive	.....	$166 40
Feb. 12, 17, 1885	....do	Failure to depart		
Feb. 10, 11, 1885	....do	Failure to arrive and depart		
Jan. 1 to 6; Feb. 14 to Mar. 24, 1884.	On the route	Failure to perform service	.....	362 55
Jan. 7 to Feb. 13, and Mar. 25 to Apr. 5, 1884.	....do	Only three times a week service		
July 1 to Dec. 16, 1884	Between Carrington and New Rockford.	Only three times a week service performed (16.19 miles).	.....	540 26
Dec. 17, 1884, to Apr. 3, 1885	On the route	Only three times a week service performed.		
Oct. 1 to 14, 1884	....do	No evidence of service	.....	4 72
Jan. 1 to Mar. 2, 1885	....do	....do	.....	16 27
Oct. 1 to 21, 1884	....do	....do	.....	6 85
During second quarter, 1885	....do	....do	.....	5 00

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE—cont'd.				
35210	State cut to railroad	Ind	P. B. Crawford	$20 00	
83468	Olive Furnace to railroad	Ohio	I. Peterson	40 00	
87322	Healey to railroad	Ill	Z. Hodgson	64 00	
89105	Kawkawlin to railroad	Mich	A. Wheeler	150 00	
39242	L'Anse to railroad	Mich	A. Dishno	100 00	
	STEAMBOAT SERVICE.				
20095	Henderson to Evansville	Ky	Durland & Perkins	1,799 00	
20095	..... do	Ky	... do	.....	.....
	Remissions.				
26372	Eagle Bend to Wadena	Minn	R. Ritter	243 82	
31881	Cameron to Wilderville	Tex	H. Barker	250 00	$2 40
42117	Corral to Bellevue	Idaho	H. A. Lawton	7,644 00	12 20
	STEAMBOAT SERVICE.				
1096	Lakeside to Middle Dam	N. H.	C. A. J. Farrer	200 00	
	RAILROAD SERVICE.				
20005	Louisville to Nashville	Ky	L. & N. R. R	55,204 00	25 20
20025	Henderson to Nashville	Ky	.....do	13,319 11	9 82
21015	Columbus to Indianapolis	Ohio	P., C. & St. L. R. R	88,586 85	36 93
21015	Columbus to Indianapolis	Ohio	P., C. & St. L. R. R	107,850 60	147 74
21024	Hamilton to Indianapolis	Ohio	C., H. & I. R. R	8,109 19	11 10 5 93
22018	Indianapolis to Peoria	Ind	I., B. & W. R. R	29,505 40	14 88 40 41

WEEK ENDING SATURDAY,

	STAR SERVICE.				
38240	Howardsville to Highland Mary	Colo	H. C. Slavens	$289 92	$0 78

fiscal year ending June 30, 1886—Continued.

SEPTEMBER 5, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deduction.
During first quarter, 1885...	On the route.....	Failure to perform service	.....	$5 00
During second quarter, 1885	....do	No evidence of service	.....	10 00
Jan. 1 to 11, 1885	....do	.....do	.....	1 96
.....	.....	No evidence of service	.....	.....
Jan. 1 to 6, 1885	On the route.....	.....	.....	1 66
July 13 and 14, 1885	....do	Failure to perform service....	.....	9 84
After July 13, 1885.....	....do	Mail carried on railroad	.....	

Remit $1 15 of the deduction noted in report for week ended July 18, 1885, it having been shown by affidavit of the mail carrier that service was performed within 7.50 miles of Wadena June 12, 1885, and that he was prevented from performing the whole service June 12, and 13, 1885, because of bridges being washed away.

Remit $2.40, the deduction noted in report for week ended August 1, 1885, it having been shown on re-examination of this case that the failure to arrive and depart at Cameron May 29 was made by an arrival and departure June 1, without complaint and without detriment to the service.

Remit 6.10, the deduction noted in report for week ended July 25, 1885, it having been shown by that failures to depart from Bellevue on May 21 resulted from no fault of carrier, but through postmaster's neglect to be on time to deliver mail, the said carrier having waited half an hour after schedule time.

Remit 49.18, the deduction noted in report for week ended August 15, 1885, it having been shown by evidence for the month of June, 1885, that service was performed regularly and properly.

Remit 12.60 of the deduction noted in report for week ended April 11, 1885, it having been shown by affidavit of R. Wells, general superintendent or manager for the Louisville and Nashville Railroad Company, that the failure of No. 3 to connect with depending mails at Nashville, February 21, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 63.83 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of R. Wells, general manager of the Louisville and Nashville Railroad Company, that the failures of No. 51 at Nashville to connect December 19, 1884, January 9, 10, 11, February 10, 11, 12, 16, 17, 18, 26, 27, and March 12, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 18.46 of the deduction noted in report for week ended July 19, 1884, it having been shown by affidavit of P. A. Bonebroke, chief train-dispatcher of the Pittsburgh, Cincinnati and Saint Louis Railroad Company, that the failure of train No. 1, April 19, 1884, to connect with depending mails at Indianapolis was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 44.96 of the deduction noted in report for week ended October 18, 1884, it having been shown by affidavit of P. A. Bonebrake, chief train-dispatcher of the Pittsburgh, Cincinnati and Saint Louis Railroad Company, that the failures at Indianapolis of train No. 7, July 25, 1884, to connect, and train No. 1, July 5, 1884, to connect, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 5.97 of the deduction noted in report for week ended April 18, 1885, it having been shown by affidavit of M. Mounts, train-dispatcher or master of the Cincinnati, Hamilton and Indianapolis Railroad Company, that the failures of train No. 6, February 4, and No. 36, January 22, 1885, to connect with depending mails at Indianapolis were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 14.83 of the deduction noted in report for week ended January 17, 1885, it having been shown by the affidavit of P. A. Marsh, train master of the Indianapolis, Bloomington and Western Railroad Company, that the failures at Indianapolis of train No. 4 to connect with depending mails October 23, December 29, 1884, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company

SEPTEMBER 12, 1885, INCLUSIVE.

July 22 to 31, 1885	On the route.....	Failure to perform service....	.....	$7 88

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
71006	Frankford to R. R	Del	L. W. Cannon	$38 50	
71006	do	Del	do	38 50	
71006	do	Del	do	38 50	
109010	Granite City to R. R	Utah	L. E. Despain	100 00	
	Remissions.				
	RAILROAD SERVICE,				
7052	Belvidere to McAfeeValley	N. J	L. & H. R. Rwy	1,950 80	$3 11
21033	Columbus to Indianapolis	Ohio	I. B. & W. Rwy	1,778 80	
22001	Indianapolis to Vincennes	Ind	Pennsylvania Co	8,489 84	6 78
22007	New Albany to Indianapolis	Ind	do	17,648 83	6 50 24 17
22018	Indianapolis to Peoria	Ind	I. B. & W. R. R	29,505 40	14 88 40 41
23055	Decatur to Indianapolis	Ill	do	10,262 92	7 56 16 39
28022	E. St. Louis to Kansas City	Mo	C. &. A. R. R	37,051 21	50 75
33006	Kansas City to Ottawa	Kans	S. Kansas R. R	7,788 49	5 74 10 66
33008	Kansas City to Webb City	Kans	K. City, Ft. S. & Gulf R. R.	19,584 24	13 41 26 82
	STAR SERVICE.				
17199	Atella to Gladney	Ala	W. T. Croft	232 65 187 00	1 12 89
17197	Bluntsville to Birmingham	Ala	Allen & Haley	624 00	3 00
26422	Slettin to Maple	Minn	P. W. Horton	245 00	1 17
30265	Rayville to Charlieville	Tex	J. J. Campbell	402 00	1 28

fiscal year ending June 30, 1886—Continued.

SEPTEMBER 12, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
April 1 to May 20, 1885	On the route	No evidence of service		$5 93
During first quarter, 1885	do	do		9 62
During fourth quarter, 1884	do	do		9 62
April 1 to May 29, 1885	do	Failure to perform service		16 20

Remit $1. 55 of the deduction noted in report for week ended April 25, 1885, it having been shown by the affidavit of John Sayer, assistant treasurer of the L. & H. R. Railroad Company, that the failure at Belvidere to connect with depending mails February 28, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 26. 46 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavit of T. Reynolds, train-dispatcher, of the I. B. & W. Railroad Company, that the failure of train number 3, January 17, 1885, to connect with depending mails at Indianapolis, was not due to negligence, misconduct, or want of proper skill on the part of the agents and employés of the company.

Remit 3. 39 of the deduction in report for week ended April 18, 1885, it having been shown by the affidavit of J. J. Turner, superintendent of the I. V. Railroad Company (operated by the Pa. Company), that the failure at Indianapolis of train No. 2, January 27, 1885, to connect wth depending mails was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 3. 25 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavit of E. W. McKenna, superintendent, that the failure of train No. 1 to connect with depending mails at Indianapolis, January 17, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 148. 80 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavit of P. A. Marsh, train-master, that the failures of train No. 2, January 26, February 10, 16, 20, 26, 27,, and No. 4, January 20, 28, 29, February 5, 11, 15, 16, 17, 18, 19, 23, 24, 26, 27, 1885, to connect with depending mails at Indianapolis were not due to negligence, misconduct, or want of proper skill on the part of the ag ents and employés of the company.

Remit 36. 56 of the deduction noted in report for week ended April 25, 1885, it having been shown by the affidavit of P. A. Marsh, train-master, that the failures at Indianapolis, of train No. 22, January 17, February 11, 13, 16, 17, 1885, to connect with depending mails, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 218. 17 of the deduction noted in the report for week ended May 9, 1885, it having been shown by the affidavit of C. Kelsey, auditor of the C. & A. Railroad Com pany, that the failures of train No. 6, January 7, 8, 17, 24, 27, 28, February 2, 6, 27, 28, March 1, 4, 18, 21; No. 48, January 16, 17, 21, 27, February 26, 27, and No. 50, January 7, 8, 15, 19, 25, 1885, to connect with depending mails at Kansas City, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 25. 83 of the deduction noted in report for week ending May 9, 1885. it having been shown by the affidavit of L. Barnes, superintendent of the S. Kansas Railroad Company, that the failures of train No. 3, January 16, 27, 29, and No. 4, January 16, 17, 27, 31, February 1, 24, 1885, to connect with depending mails at Kansas City, were not due to misconduct, negligence. or want of proper skill on the part of the agents and employés of the company.

Remit 6. 70 of the deduction noted in report for week ended November 18, 1884, it having been shown by the affidavit of W. O. Miller, passenger conductor, and L. W. Towne, superintendent of the K. C., Ft. S. & G. Railroad Company, that the failure at Kansas City, to connect with depending mails August 29, 1884, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit $25. 52, the fine noted in report for week ended May 9, 1885, it having been shown by certificates of the postmasters on the route verifying the statement of the subcontractor that he was misled by the postmaster at Hill, a special office, who informed the subcontractor that it was his duty to supply that office, and in order to do so it made a circuitous performance of the service necessary, when in fact he was not bound to supply Hill, which is not on the route.

Remit 10. 03 of the deduction noted in report for week ended May 9, 1885, it having been shown by corrected register for March of postmaster, Blountsville, and statement of J. M. Wooten, subcontractor, that 16 miles one way only were lost during first quarter 1885, and that 32 miles one way were lost during the second quarter 1885, for which no deduction had been made, and it appearing that all should be remitted except for failure one way over 48 miles.

Remit 20. 52, the deduction noted in report for week ended August 15, 1885, it having been shown by certificate of the assistant postmaster at Slettin, Minn., that service was properly performed from May 1 to June 30, 1885.

Remit 16. 56, the deduction noted in report for week ended August 8, 1885, it having been shown by a register of arrivals and departures (on file), of postmaster, Rayville, for June, received since making this case that service was regularly performed to and from that office three times a week in June.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	STAR SERVICE—continued.				
31284	Whitman to Courtney	Tex	A. E. Boone	$77 00	$74
30336	Cypress to Bermuda	Tex	A. G. Satcher	240 00	38
31661	Atoka to Coleman	Tex	J. B. Colegrove	378 78	1 21
31858	Scurry to Berryville	Tex	H. S. Bullard	300 00	1 44

WEEK ENDING SATURDAY,

	STAR SERVICE.				
27523	Clarion to Belmont	Iowa	J. D. Freer	$319 00	.....
27523	.....do	....do	.....do	.....	.....
	MAIL-MESSENGER SERVICE.				
103058	Waverly to Railroad	Dak	A. Baxter	150 00	.....
	STEAMBOAT SERVICE.				
10099	Baltimore to Freeport	Md	Md. St. B. Co	1,800 00	$8 65
	Remissions.				
	STAR SERVICE.				
17277	Columbiana to Wolf Creek	Ala	J. B. Spradley	333 84	1 60
17308	Eutau to Mantua	....do	J. J. Campbell	219 00	I 65
17327	Alexander City to Bulger's Mills	....do	G. D. Moore	288 00	1 38
17492	Ozark to Geneva	....do	J. N. Sansbury	549 00	1 75
31151	Brownsville to Rio Grande City	Tex	G. M. Snodgrass	5,300 00	8 45
30176	Simmsport to Elba	La	E. P. Gnidry	350 00	1 68
30286	N. O. M. M. and Transfer Service	La	R. T. Woodruff	3,768 00	.....

fiscal year ending June 30, 1886—Continued.

SEPTEMBER 12, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Name of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $9.62, the deduction noted in report for week ended August 8, 1885, it having been shown by registers of arrivals and departures of postmaster at Whitman for April, May, and June, received since making this case, that "the mail came once a week on time required" (said register returned to the postmaster at Whitman to be properly made out).

Remit 20.10, the deduction noted in report for week ended August 8, 1885, it having been shown by a register of arrivals and departures of postmaster at Cypress (received since making this case) for May, that service was regularly performed to and from that office in May; 2d, certificate of postmaster, Bermuda, that service was regularly performed over the entire route during the quarter; 3d, the route being only 5 miles long, no intermediate offices.

Remit 14.39 of the deduction noted in report for week ended August 8, 1885, it having been shown by a register of arrivals and departures of postmaster, Atoka, for June (received since making this case), that service was regularly performed in June to and from that office three times a week, except the following failures June 9, to arrive and depart.

Remit 37.50, the deduction noted in report for week ended August 8, 1885, it having been shown by registers of arrivals and departures (on file) of postmaster, Berryville, for April, May, and June, 1885, received since making this case, that service was regularly performed to and from that office twice a week.

SEPTEMBER 19, 1885, INCLUSIVE.

May 26, 1885 July, 1885	On the route ....do	Route abandoned by mail carrier. No evidence of service	.....	$26 37
Apr. 1 to 30, and May 21 to June 30. 1885.	....do	Failure to perform service	.....	29 26
Apr. 1 to 30, 1885.	Between Fitchett's and Freeport.	Failure to perform more than once a week.	.....	86 50

Remit $0 15 of the deduction noted in report for week ended August 1, 1885. It having been shown by the certificate of the postmaster at Lawley that the failures May 26 and 29, 1885, were on 42 miles of the route only.

Remit 1 05 of the deduction noted in report for week ended May 9, 1885. It having been shown by the affidavit of J. Hubbard, subcontractor, that there was no failure January 9, 1885, but that the trip was made on that day, which allegation is not contradicted by the record.

Remit 2 76 the deduction noted in report for week ended May 9, 1885. It having been shown by an examination of the register of arrivals and departures of the mails that the full number of trips was performed during February, 1885, though some of them not on schedule schedule days, owing to high water, &c.

Remit 1 56 of the deduction noted in report for week ended May 9, 1885. It having been shown by by the affidavit of the carrier, J. Covington, that the failure of March 28, 1885, was on 11 miles of the trip only.

Remit 316 87 of deduction noted in report for week ended January 24, 1885. It having been shown by Post-Office Inspector Hollingsworth, transmitted by Chief Post-Office Inspector, in reply to request of March 24, that high waters did prevail during this quarter to such an extent that service could not have been performed regularly with the exercise of due diligence on the part of the contractor, and recommending remission of so much of deduction as in excess of pro rata.

Remit 14 42 the deduction noted in report for week ended August 8, 1885. It having been shown register of arrivals and departures of Postmaster Elba, for June, received since taking this case (on file), that service was regularly performed to and from that office in June.

Remit 3 33 of the fine noted in report for week ended August 1, 1885. It having been shown by letter of postmaster New Orleans, September 9, 1885, with statements of Superintendent of Mails Scott, and Railway Post-Office Clerk Davis, that a wreck of train on New Orleans and Mississippi Railroad occurred at some distance from station, and failure to convey the mails from such wreck to the post-office in due time was not due to negligence on the part of contractor.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	STEAMBOAT SERVICE.				
43096	Port Townsend to Sitka	Wash	Charles Goodall	$18,000 00	$750 00
	RAILROAD SERVICE.				
3024	Ayer to Greenville	Mass	Fitchburgh Rwy	1,466 97	2 34
17005	Memphis to Chattanooga	Ala	M. and C. Rwy	36,635 36	50 18
22008	LouisvilleJunction to Michigan City	Ind	L., N. A. & C. Rwy	24,603 25	39 30
22046	Frankfort to East Saint Louis	Ind	T., C. & St. L. Rwy	10,475 03	.....
23019	Washington to Dwight	Ills	C. & A. Rwy	3,117 53	4 98
24064	Pontiac to Caseville	Mich	P., O. & P. A. Rwy	4,565 08	7 29
41001	Ogden City to Frisco	Utah	Utah Central Rwy	22,345 12	30 60

WEEK ENDING SATURDAY,

	STAR SERVICE.				
26339	Wheaton to Mandada	Minn	J. B. Colegrove	$161 16	$0 51
27610	Vinton to Van Horn	Iowa	P. R. Schnebly	269 00	86
32136	Eufaula to Wetumka	Ind. T	G. D. Jackson	721 50	2 31
32136	.....do	Ind. T	.....do	.....	
32136	.....do	Ind. T	.....do	.....	
32136	.....do	Ind. T	.....do	.....	
	MAIL-MESSENGER SERVICE.				
33305	Point Homer to railroad	Ohio	W. J. Miller	72 00	.....
	Remissions.				
	STAR SERVICE.				
27010	Ottumwa to Mason	Iowa			
40166	Globe to Camp Verde	Ariz	V. H. Pease	3,110 00	29 89
44147	Corvallis to Newport	Oreg	H. A. Lawton	4,840 00	7 72

fiscal year ending June 30, 1886—Continued.

SEPTEMBER 19, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $375 00 the deduction noted in report for week ended April 18, 1885. It having been shown by affidavits of J. Carroll, J. C. Hunter and Edwin Goodall that all irregularities in the service were owing solely to the difficulties of navigation, and it appearing from the registers of the postmaster that there were four departures from Port Townsend during the period from December 1, 1884, to March 2, 1885, to wit: December 7 and 30, 1884, January 30, and March 2, 1885.

Remit 3 51 the deduction noted in report for week ended April 18, 1885. It having been shown by statements of postmasters at Ayer and Greenville, and W. H. Bigelow, superintendent railroad mail service at Boston, that the failure to deliver mail at Ayer January 29 was due to sickness of Mr. S. W. Clifford, of the Greenville and Boston railroad post-office, and that the failure at Greenville to arrive and depart with the mail February 18, 1885, was owing to a snow blockade on the Central Vermont Railroad, whereby the railroad postal clerks failed to reach Boston in season to forward mails by Providence and Springfield branch of the Fitchburgh Railroad and not to any fault of the company.

Bemit 25 09 of deduction noted in report for week ended April 25, 1885. It having been shown by statement of O. H. Benton, superintendent of mails, Memphis, and a re-examination of the evidence in the case, that the mail due to arrive at Memphis at 10.10 p. m. February 8, 1885, arrived on the 9th at 12.35 a. m., that the mail due to arrive at 10.10 p. m. February 9, arrived at 12.20 a. m. February 10, and that the mail of the 10th arrived on time (10.10 p. m.).

Remit $19 65 of the deduction noted in report for week ended April 18, 1885. It having been shown by the affidavit of A. S. Nichols, general agent of the L. N. A. & C. R. R. Co., and a re-examination of the evidence in the case, that the mail due to arrive at Michigan City at 7.30 p. m. January 6, 1885, arrived on the 17th at 8.30 a. m., and that the mail of the 17th arrived on the 18th (Sunday), at 4 a. m., 8 hours and 30 minutes late.

Remit 5 00, being the fine noted in report for week ended July 25, 1885. It having been shown by the statement of the postmaster at Jefferson that that place is a flag station, and that the railroad company was not responsible for the failure of March 16 and 17, 1885.

Remit 65 of the deduction noted in report for week ended April 18, 1885. It having been shown by the affidavit of T. M. Bates, superintendent of transfer of the C. & A. R. R. Co., that on February 9, 10, 13, and 14, 1885, the company performed an aggregate of 9.22 miles one way more service than it was credited with.

Remit 15.86 of the deduction noted in report for week ended May 16, 1885. It having been shown by corrected reports from the postmaster at Pontiac that the railroad company ran its trains and performed all the service during the quarter ended March 31, 1885, except the following: Half trip January 26, February 9, 14, 16, 17, and round trip February 10, 11, 12, and 13, amounting to $94.77.

Remit 13 40 of the deduction noted in report for week ended August 8, 1885. It having been shown by affidavit of O. Runnel, agent of the company, and a review of the evidence in the failure of January 9, 1885, was one way between Milford and Frisco, Utah T., 17.50 miles.

SEPTEMBER 26, 1885, INCLUSIVE.

Aug. 13 to 22, 1885	On the route	Failure to perform service		$4 37
July 4, 18; Aug. 15, 1885	do	do		5 16
Apr. 21, 23, 25; May 19, 1885	Eufaula	Failure to arrive		
Apr. 20, 22, 24, 1885	do	Failure to depart		
Apr. 20, 22, 24; May 18, 1885	Wetumka	Failure to arrive		17 32
Apr. 21, 23, 25; May 19, 1885	do	Failure to depart		
Apr. 1 to 2, 1885	On the route	Failure to perform service		40

Remit $125 00, the fine noted in report for week ended April 25, 1885. It having been shown by report of Inspector Tracy, dated July 30, 1885, that the failures to connect at Payson were caused by the misconduct of the acting postmaster, who willfully returned to Globe mail intended for Camp Verde, and otherwise interfered with the proper discharge of the carrier's duties.

Remit $261 66 of the deduction noted in report for week ended April 25, 1885. It having been shown that the roads were impassable, and it appearing that there were no mails to transport between Newton and Newport (the termination of the railroad being at Corvallis) it is considered that no deduction in excess of pro rata should be made for failures between Newton and Newport (24 miles.)

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	STAR SERVICE—continued.				
44276	Rosebury to Empire City.....	Oreg ...	E. B. Tage.....	$8,540 00	$13 63
	RAILROAD SERVICE.				
15030	Marietta to Ellijay	Ga.....	M. & N. Ga. Rwy	2,955 01	4 72
21019	Toledo to Quincy	Ohio....	W., St. L. & P. Rwy....	112,662 68	.....
25028	Hudson to Cable.....	Wis	C., St. P.,M. & O. Rwy ..	5,768 94	9 21
25051	Superior Junction to Superior	Wis	.....do	2,146 05	3 42
27010	Ottumwa to Macon	Iowa ...	Central Iowa Rwy.....	14,215 84	21 69

WEEK ENDING SATURDAY,

	MAIL-MESSENGER SERVICE.				
66483	Savona to Railroad.....	N. Y	S. Thomas	$100 00	.....
69120	East Mauch Chunk to Railroad	Pa	S. Beckhardt.....	200 00	.....
72017	Gaithersburgh to Railroad	Md	J. A. Burris	60 00	.....
73052	Indian Creek to Railroad.....	Va	E. E. Etheridge	192 00	.....
82051	Rumsey to Railroad	Ky.....	D. Hancock	49 00	.....
83411	West Beipsic to Railroad.....	Ohio	S. Ratcliff.....	54 00	.....
85286	Bretzville to Railroad	Ind	F. Jordi.....	52 00	$0 08
	Remissions.				
	STAR SERVICE.				
18135	Bay Springs to Rara Avis.....	Miss	G. L. & J. W. A. Davis..	224 00	1 07
	STEAMBOAT SERVICE.				
21150	Point Pleasant to Huntington	Ohio	Wm. Bay.....	2,610 98	4 16

fiscal year ending June 30, 1886—Continued.

SEPTEMBER 26, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $150 00 of the fine noted in report for week ended July 23, 1885. It having been shown by certificates of all the postmasters on the route, excepting one, and the affidavit of James Laird, superintendent of the mail route, and the indorsement of Hon. B. Hermann, M. C., that the delay in arrival of the mails at Empire City from February 17 to April 30, 1885, was necessitated by the dangerous condition of roads at that time, it being absolutely unsafe to travel nights, and that no connections were missed at either end of the route by reason of such delay.

Remit 2 36, the deduction noted in report for week ended April 25, 1885. It having been shown by affidavit of J. B. Glover, superintendent of the Marietta and Northern Georgia Railroad Company that the failure at Marietta to connect with depending mails January 29, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 50 00 the fine noted in report for week ended April 11, 1885. It having been shown that the evidence in this case is of such a general character that the responsibility cannot be fixed upon the agent of the company with certainty, and it also appearing that there was an agent employed by the Department to superintend the transfer of mails at La Fayette Junction, who neglected his duty.

Remit 18 42 of the deduction noted in report for week ended April 21, 1883. It having been shown by affidavit of E. W. Winter, assistant pt. of the Chicago, Saint Paul, Minneapolis and Omaha Railroad Company, corroborated by the statement of the postmaster at Hudson, and a re-examination of the evidence in the case, that there was no failure to arrive at Hudson January 6, as charged; that the mail due to arrive at that place at 3.50 p. m., February 5, 16, and 23, 1883, arrived at 6.30 a. m. of the 6th, 12.30 p. m. of the 17th, and 3 a. m., of the 24th, respectively, and that the mail of 6, 17, and 24, also arrived at 7 p. m., 7.30 p. m., and 7 p. m., respectively.

Remit 3 42 of the deduction noted in report for week ended November 3, 1883. It having been shown by a re-examination of the register of arrivals and departures for March, 1883, that the mail due to arrive at Superior at 7.35 p. m. March 30, 1883, arrived at 8.45 a. m. on the 31st, and that the mail of the 31st also arrived at 6 p. m.

Remit 116 80 of the deduction noted in report for week ended May 7, 1881. It having been shown by affidavit of E. L. Dudley, superintendent, and Charles E. Mallory, car accountant, of the Central Iowa Railroad Company, and a re-examination of the evidence in the case that on January 3, 4, 6, 7, 14, 26, 27; February 3, 4, 10, 11, 25; March 3, 5, 7, 8, 9, 16, 18, 21, 1881, the company performed an aggregate of 929.83 miles one way more service than it was credited with.

OCTOBER 3, 1885, INCLUSIVE.

Aug. 25, 1885	On the route	Failure to perform service	$0 27
Aug. 9, 1885	do	Failure to perform service	54
Sept. 2 to 10, 1885	do	Failure to perform service	1 47
Aug. 22, to Sept. 8, 1885	do	Service performed by postmaster	9 31
July 19, 1885	do	Failure to perform service	13
July 22 to 31, 1885	do	Failure to perform service	1 47
July 1 to Aug. 31, 1885	do	Failure 4 trips	32

Remit $18 75, the deduction noted in report for week ended August 22, 1885. It having been shown by a certificate of the postmaster at Bay Springs that service was regularly performed during the months of May and June, 1885.

Remit 8 69 of the deduction noted in report for week ended July 25, 1885. It having been shown by the statement of the postmasters at Gallipolis and Point Pleasant that full service was performed during the whole of the month of June between Point Pleasant and Gallipolis.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual Compensation.	Half trip.
	STAR SERVICE.				
13105	Murphy to Tellico Plains	N. C	J. G. Chastain	$351 00	$1 58
13166	Burnsville to Ivy	N. C	H. N. Woodruff	52 00	50
13171	Bakersville to Johnson City	N. C	E. T. Clemmons	768 00	1 22
13171	do	N. C	do		
13171	do	N. C	do		
13226	Dellaplane to Dobson	N. C	N. N. Woodruff	265 00	1 87
13226	do	N. C	do		
13228	Wilkesborough to Kapp's Mills	N. C	K. M. Thompson	144 00	1 38
13284	Monroe to Monroe, via Jefferson	N. C	A. Easley	364 00	1 75
13292	Norwood to Palmerville	N. C	G. D. Jackson	175 00	84
13293	Hannersville to El Dorado	N. C	J. B. Colegrove	267 00	1 28
13293	do	N. C	do		
13293	do	N. C	do		
13293	do	N. C	do		
13293	do	N. C	do		
13316	Leaksville to Leaksville	N. C	H. N. Woodruff	393 00	46
13338	Columbia Factory to Carthage	N. C	W. H. Marley	209 00	1 43
13350	Wadesborough to Wadesborough	N. C	A. Easley	342 00	1 09
13351	Bosticks Mills to Troy	N. C	do	442 00	1 41
13359	Carthage to Ashborough, via Brown's Mills.	N. C	do	582 00	1 36
13394	Oxford to Oxford, via Brownsville	N. C	J. B. Miner	245 47	78
13394	do	N. C	do		
13394	do	N. C	do		
13437	Wilmington to Jacksonville	N. C	S. D. Castleman	718 82	3 45
13437	do	N. C	do	536 22	1 71
13457	Rocky Mount to Louisville	N. C	do		
13457	do	N. C	do		
13475	Tarborough to Greenville	N. C	do	832 00	1 32
13506	Smyrna to Ocracoke	N. C	S. Babbitt	560 00	2 69
13564	La Grange to La Grange	N. C	T. G. Gibson	172 00	82
13565	Nashville to Mapleville	N. C	J. D. Smith	318 00	1 52
13566	Buchanan to Black Walnut	N. C	do	264 93	84
13566	do	N. C	do		
13592	Chapel Hill to Pittsborough	N. C	do	265 00	84
13595	Wayside to Boone Valley	N. C	J. R. Bradshaw	45 00	43
13599	Jonathan Creek to Teague	N. C	E. J. Howall	98 00	
16122	Tallahassee to Carabelle	Fla	H. O. Roop	1, 193 00	3 81
16176	Sumterville to West Apopka	Fla	J. D. Emerson	473 00	2 27
16176	do	Fla	do		
16176	do	Fla	do		
16176	do	Fla	do		
19101	Taylorsville to Abingdon	Tenn	W. B. Catching	870 00	1 38
19140	Fullen's to Cedar Creek	Tenn	A. Easley	388 98	1 24
19173	Dandridge to Newport	Tenn	do	142 98	68
19191	Knoxville to Thom Grove	Tenn	W. F. Hansberger	534 38	85
19211	Speedwell to Lost Creek	Tenn	T. Branscom	120 00	57
19283	Jeffers to Crooked Fork	Tenn	W. F. Costellow	321 00	1 54
19334	Cookville to Livingston	Tenn	J. M. Copeland	599 00	95
19387	Springfield to Clarksville	Tenn	J. R. Pigg	370 00	1 77
19434	Lawrenceburgh to Henryville	Tenn	W. B. Catching	144 58	69
19434	do	Tenn	do		
19547	Brownsville to Curve	Tenn	J. R. Pigg	388 00	1 21
19565	Chattanooga to depot	Tenn	H. C. Slavens		
19568	Nashville to depot	Tenn	H. B. Barkley	2, 792 00	
19593	Luther to Thorn Hill	Tenn	W. B. Catching	220 00	70
19615	Adamsville to Corinth	Tenn	E. A. Reagan	174 00	1 67
19615	do	Tenn	do		
19615	do	Tenn	do		
19618	Decatursville to Lego	Tenn	G. C. Brassfield	73 98	71
30161	Rayne to Church Point	La	D. M. Bull	221 65	1 06
30161	do	La	do		
30161	do	La	do		
30122	Raceland to Orange City	La	H. C. Birdsall	824 21	40
30122	do	La	do		
30122	do	La	do		
30221	Minden to Ringgold	La	V. Boreing	925 75	38
					1 16

fiscal year ending June 30, 1886—Continued.

OCTOBER 10, 1885, INCLUSIVE.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 21, 1885	On the route	Failure on 37½ miles and back		$3 11
Sept. 11, 1885	do	Failure round trip		1 00
July 13, 1885	Bakersville	Failure to arrive		
July 14, 1885	do	Failure to depart		1 83
July 14, 1885	Johnson city	Failure to arrive		
July 6, 9, 13, 1885	Dellaplane	Failure to arrive		
July 7, 10, 14, 1885	do	Failure to depart		3 81
Sept. 25, 26, 1885	On the route	Failure round trip		2 76
Sept. 22, 1885	do	Failure on 33 miles and back		3 30
Sept. 22, 1885	do	Failure on 13 miles		1 21
July 10, 14, 1885	Hannersville	Failure to arrive		
July 13, 16, 1885	do	Failure to depart		
July 11, 15; Aug. 22, 1885	El Dorado	Failure to arrive and depart	$1 00	8 11
Sept. 22, 1885	On the route	Failure on 22½ miles and back		
July 28, 29, 1885	Golden	Failure to supply		
July 11, 28, 31, 1885	On the route	Failure round trip		2 76
Sept. 22, 23, 1885	do	do		2 86
Sept. 21, 1885	do	do		2 18
Sept. 22, 1885	Bostick's Mill	Mail arrived in wet and damaged condition.	1 00	
Sept. 21, 22, 1885	On the route	Failure round trip		3 72
July 1, 6, 1885	do	Failure round trip		
July 8, 1885	Oxford	Failure to arrive	1 00	3 51
Sept. 21, 1885	do	Mail delivered in wet and damaged condition.		
Aug. 7, 1885	Wilmington	Failure to depart		
Aug. 10, 1885	do	Failure to arrive		3 45
Sept. 12, 1885	Rocky Mount	Failure to depart		
Sept. 12, 1885	Louisburgh	Failure to arrive		1 71
July 1, 2, 3, 4, 1885	On the route	Failure round trip		10 56
Sept. 22, 1885	do	Failure on 19½ miles		2 35
During third quarter, 1885	do	Failure to perform service		43 00
July 2, 3, 1885	do	Failure round trip		3 00
July 8, 1885	Buchanan	Failure to arrive and depart		
July 4, 7, 9, 1885	Black Walnut	do		336 00
July 4, 1885	On the route	Failure round trip		1 68
During third quarter, 1885	do	Failure to perform service		11 25
do	do	do		24 50
July 15, 17, 20, 1885	do	Failure round trips		34 20
Aug. 4, 7, 11, 14, 1885	Sumterville	Failure to arrive		
Aug. 3, 6, 10, 1885	do	Failure to depart		14 75
Aug. 4, 7, 14, 1885	West Apopka	Failure to arrive		
Aug. 5, 8, 15, 1885	do	Failure to depart		
Aug. 11 to Sept. 4, 1885	Leplo	Failure to supply daily except Sundays.		7 48
Sept. 2, 3, 1885	On the route	Failure round trip		2 48
July 8, 1885	do	do		1 36
July 21, 1885	do	Failure on 9 miles and back		1 02
July 30, 1885	do	Failure round trip		1 14
July and August, 1885	do	Failure to arrive until several hours after schedule time daily, causing great complaint.	5 00	
Sept. 30, 1885	Livingston	Mail arrived wet and damaged	5 00	
July 17, 17, 1885	On the route	Failure round trip		3 54
Aug. 7, 1885	do	do		
Sept. 29, 1885	do	Failure on 4 miles and back		1 86
July 30, 1885	do	Failure on 8 miles and back		1 04
July 25, 1885	Depot	Failure to deliver mail to B. & C. mail train.	1 00	
Sept. 30, 1885	do	Failure to deliver or put mail on E. &N. express.	1 00	
July 2 and 4, 1885	On the route	Failure 2 round trips		2 80
July 6, 1885	Adamsville	Failure to depart		
July 7, 1885	do	Failure to arrive		3 34
July 6, 1885	Corinth	Failure to arrive and depart		
July 3, 1885	On the route	Failure of round trip		1 42
Aug. 31, 1885	Church Point	Failure to arrive		
Sept. 1, 1885	do	Failure to depart	5 00	1 06
During Sept. 1885	Rayne	Mail frequently wet		
Aug. 7, 10, 24, 28, 1885	On the route	Failure on 8 miles 3 times a week, part of the route.		
July 3, Sept, 4, 1885	Orange City	Failure to arrive	2 00	14 78
July 4, Sept. 5, 1885	do	Failure to depart		
May 15, 24, 1885	Lanesville	Wet mails		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
30247	Monroe to Columbia	La	J. J. Campbell	$1,200 00	$1 90
30255	Winfield to Montgomery	La	A. E. Boone	1,314 00	2 09
30261	Columbia to Harrisonburgh	La	J. J. Campbell	790 00	2 53
30263	Columbia to Vernon	La	J. J. McKeithen	598 00	2 87
30270	Vidalia to Harrisonburgh	La	V. Boreing	1,992 00	3 17
30179	Pineville to Harrisonville	La	W. M. Head	1,350 00	4 32
30286	New Orleans to Mail and Transfer Service.	La	R. Y. Woodruff	3,798 00	.....
38155	Spring Valley to Greenland	Col	W. A. Stoddard	130 00	62
	STEAMBOAT SERVICE.				
13100	Wilmington to Fayetteville	N. C	S. W. Skinner	1,450 00	6 96
16085	Jacksonville to Orange Dale	Fla	J. B. Colegrove	1,605 00	2 62
16085	.....do	Fla	.....do	.....	.....
16091	Tampa to Key West	Fla	J. Mackey	23,600 00	113 45
16091	.....do	Fla	.....do	.....	.....
16096	Chattahoochie to Apalachicola	Fla	C. D. Owens	5,500 00	26 43
16096	.....do	Fla	.....do	.....	.....
16096	.....do	Fla	.....do	.....	.....
16096	.....do	Fla	.....do	.....	.....
16097	Jacksonville to Fort George	Fla	J. B. Colegrove	1,599 00	2 54
16097	.....do	Fla	.....do	.....	.....
16097	.....do	Fla	.....do	.....	.....
16097	.....do	Fla	.....do c	.....	.....
29094	Memphis to Sunkland	Ark	D. K. Joplin	4,200 00	40 38
29094	.....do	Ark	.....do	.....	.....
	RAILROAD SERVICE.				
11003	Manassas to Strasburgh	Va	Va. Midland R. R	4,089 19	6 53
11024	Owl Run to Warrenton	Va	.....do	411 25	65
11024	.....do	Va	.....do	.....	.....
12015	Benwood Junction	W. Va	B. & O. Rwy	584 84	40
7038	Rahway to Perth Amboy	N. J	Pa. Rwy	460 18	.....
8032	Columbia to Frederick	Pa	Penna. Rwy	4,562 71	7 28
8040	Pittsburgh to Wheeling	Pa	B. & O. Rwy	4,221 47	3 11
8040	.....do	Pa	.....do	.....	.....
8141	Broad Ford to Mount Pleasant	Pa	.....do	443 74	70
17012	Mobile to Montgomery	Ala	L. & N. Rwy, 2 lines R. P. O. cars.	28,915 16 9,028 00	50 00
17013	Mobile to New Orleans	Ala	L. & N. Rwy, 2 lines R. P. O. cars.	25,515 38 7,071 50	9 68
18014	Artesia to Columbus	Miss	M. & O. Rwy	760 10	1 04
18014	.....do	Miss	.....do	.....	.....
18014	.....do	Miss	.....do	.....	.....
18014	.....do	Miss	.....do	.....	.....
18015	Artesia to Starkville	Miss	.....do	535 59	73
18015	.....do	Miss	.....do	.....	.....
18015	.....do	Miss	.....do	.....	.....
18015	.....do	Miss	.....do	.....	.....
18018	Jackson to Yazoo City	Miss	Ills. Central Rwy	1,974 19	3 15
19006	Nashville to Decatur	Tenn	L. & N. Rwy	18,047 19	12 36
20004	Cincinnati to Louisville	Ky	.....do	35,866 18	16 77
20004	.....do	Ky	Two lines R, P. O cars	6,540 00	89 57
20005	Louisville to Nashville	Ky	L. &. N. Rwy	55,204 00	37 81

fiscal year ending June 30, 1886—Continued.

OCTOBER 10, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 17, 1885	Monroe	Failure to arrive		$1 00
Aug. 3, 1885	Atlanta	Carriers failed to meet for exchange of mails.	$1 00	
Sept. 4, 1885	On the route	Carrier failed on part of a trip	3 00	
Sept. 11, 1885	Vernon	Failure to arrive and depart		2 87
July 6; Aug. 17, 1885	Harrisonburgh	Wet mails	2 00	
Sept. 5, 1885	Pineville	Wet mail	4 00	
July 3, 1885	On the route	Failure to transfer mail from Illinois Central train to Morgan's Louisiana and Texas train.	3 00	
Aug. 10, 14, 17, 1885	On the route	Failure round trips		3 72
Aug. 14, 18, 21, 28; Sept. 9, 12, 16, 19, 23, 1885.	On the route	Failure on 62 miles		69 35
July 1, 1885	Jacksonville	Failure to arrive		2 62
July 1, 1885	Orange Dale	Failure to depart		
July 10, 17, 1885	Tampa	Failure to connect		340 35
July 13, 14, 1885	....do	Failure 1 round trip		
Sept. 29, 1885	Chattahoochie	Failure to arrive		79 29
Sept. 26, 1885	....do	Failure to depart		
Sept. 27, 1885	Apalachicola	Failure to arrive		
Sept. 28, 1885	....do	Failure to depart		
Aug. 24; Sept. 28, 1885	Fort George	Failure to arrive		10 16
Aug. 25; Sept. 26, 1885	....do	Failure to depart		
Aug. 25; Sept. 24, 1885	Jacksonville	Failure to arrive		
Aug. 24; 1885	....do	Failure to depart		
Week ended July 4, 1885	Memphis	Failure to arrive once		107 8
July 6, 13, 20, 27; Aug. 3, 10, 17, 24, 31; Sept. 7, 14, 21, 28, 1885.	Sunkland	Failure to arrive and depart by steamboat service, performed by land instead		
Aug. 3, 1885	Strasburgh	Failure to depart		3 26
July 22, 1885	On the route	Failure half trip		1 95
July 23, 1885	....do	Failure round trip		
No. 2, Aug. 6, 7, 12, 14, 18, 19, 20, 21, 25, 26, 27, 1885.	Wheeling	Failure to connect		2 20
July 24, 1885	Perth Amboy	For negligence on the part of company's messenger to receive the mail arriving on train No. 281, and dispatch the mail on train No. 116.	1 00	
Aug. 3, 4, 1885	On the route	Failure round trip		29 15
No. 105, July 16, 20, 1885	Pittsburgh	Failure to connect		4 66
No. 102, Aug. 29, 1885	Wheeling	Failure to connect		
July 20, 21; Aug. 22, 1885	On the route	Failure half trip		2 10
Sept. 27, 1885	....do	Failure of 1 line R. P. O. cars one way.		6 18
Sept. 26, 1885	New Orleans	Train No. 2 failed to leave and arrive at Mobile September 27 with R. P. O. car. Also train No. 1 to arrive at New Orleans with R. P. O. car September 26.		7 28
July 10, 1885	Artesia	Failure to arrive		7 28
July 7, 1885	....do	Failure to depart		
July 8, 9, 1885	do	Failure to arrive and depart		
July 6, 7, 8, 9, 1885	Columbus	Failure to arrive and depart		
July 10, 1885	Artesia	Failure to arrive		4 74
July 8, 9, 1885	do	Failure to arrive and depart		
July 7, 8, 9, 1885	Starkville	Failure to arrive and depart		
Feb. 10, 1885	do	Failure to depart		
Sept. 9, 1885	Yazoo City	Failure to arrive and depart		3 15
No. 4, July 23, 1885; Aug. 7, 27; Sept. 26, 30, 1885	Nashville	Failure to connect		30 90
No. 2, May 23; July 15, 17; Aug. 13, 1885.	Cincinnati	....do		41 92
No. 4, May 20, 1885	....do	No postal car on train arriving at 6.40 p. m.		4 47
No. 3, Sept. 5, 12, 14, 20, 26, 1885.	Nashville	Failure to connect		94 52

Reports of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
20007	Lebanon Junction to Jellico	Ky	L. & N. Rwy	$16,811 48	$23 02
20020	Cincinnati to Chattanooga	Ky	C., N. O. & Tex. P. Rwy	56,675 55	77 63 27 17
20031	Madisonville to Providence	Ky	L. & N. Rwy	713 92	1 14
20031	....do	Ky	....do		
20031	....do	Ky	....do		
21026	Cincinnati to Parkersburg	Ohio	C., W. & B. Rwy	74,082 84	59 74 101 48
21047	Chicago to Chicago	Ohio	B. & O. Rwy	45,877 59	21 99 626 84
21095	Buffalo to Chicago	Ohio	L. S. &. M. S'th'n Rwy.	462,164 40	126 62 633 10
22002	Indianapolis to Terre Haute	Ind	T. H. & I. Rwy	41,215 03	15 19
22003	Indianapolis to Cincinnati	Ind	C., I., St. L. & C. Rwy..	34,669 91	13 29
22003	....do	Ind	....do		
22004	Indianapolis to Michigan City	Ind	W., St. L. & P. Rwy	13,128 39	10 48
22005	Indianapolis to La Fayette	Ind	C., I., St. L. & C. Rwy..	22,435 48	16 54 30 75
22010	Cincinnati to East Saint Louis	Ind	O. & Miss. Rwy	106,702 10	146 61
22040	Covington to Snoddy's Mills	Ind	C. & E. St. L. Rwy	405 69	64
22040	....do	Ind	....do		
22040	....do	Ind	....do		
22040	....do	Ind	....do		
23020	Chicago to Cairo	Ills	Ills. C't'l Rwy	61,006 95	83 57
23034	Springfield to Gilman	Ill	....do	6,360 78	10 16
28004	Saint Louis to Kansas City	Mo	W., St. L. & P. Rwy	53,327 73	73 05
28011	Sedalia to Denison City	Mo	Mo. Pacific Rwy	89,389 20	123 45
28011	....do	Mo	....do		
28011	....do	Mo	....do		
28011	....do	Mo	....do		
28011	....do	Mo	....do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 10, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 7, 1885	Stanford	For negligence on the part of company's messenger in failing to call for and dispatch, and refusing to receive two pouches of mail for Louisville and Cincinnati.	$5 00	
No. 2, Aug. 27; No. 6, July 2, 3; Aug. 7, 19; Sept. 24, 24, 1885.	Cincinnati	Failure to connect		$95 09
July 30; Aug. 12, 26, 27, 1885.	Madisonville	Failure to arrive		
July 3, 29, 1885	Providence	....do		5 13
July 30; Aug. 12, 26, 1885	....do	Failure to depart		
No. 6, Aug. 8, 18, 20, Sept. 1, 27; No. 2, Aug. 30, Sept. 10, 1885.	Cincinnati	Failure to connect		177 59
No. 4, June 19, 21, 22; July 10; Aug. 15, 15; Sept. 1, 18; No. 6, June 22; No. 2, July 10, 1885.	Chicago	....do		98 95
No. 3, July 4; Aug. 15; Sept. 1, 3, 10, 15, 23; No. 1, Sept. 13; No. 7, July 4; Sept. 11, 1885.	....do	....do		633 10
No. 6, July 3, 15, 17, 22, 29, 30; Aug, 6, 16, 18, 28; Sept. 3, 4, 5, 11, 12, 13, 14, 26, 29; No. 8, Sept. 26; No. 12, July 1, 11, 16, 25; Aug. 26, 30, 1885.	Indianapolis	....do		197 47
No. 1, July 6; Aug. 1, 3, 4, 10, 15; No. 5, July 26; Aug. 18, 24; Sept. 7, 11, 16 18, 1885.	....do	....do		146 19
No. 2, Aug. 1, 4, 13; Sept. 9, 13, 15, 27; No. 4, Aug. 5, 24, 1885.	Cincinnati	....do		
No. 31, Aug. 11, 22; Sept. 5, 1885.	Indianapolis	....do		15 72
No. 2, Aug. 4, 20; Sept. 9, 13, 15; No. 4, Aug. 5; Sept. 14, 21, 1885.	....do	....do		66 16
No. 2, June 20; No. 4, May 25, 27; June 3, 4, 9, 11, 19, 21, 23, 25; July 9, 17, 21, 31; Aug. 5, 7, 15, 22; Sept. 5, 8, 9, 13, 15, 17, 20, 23, 1885.	Cincinnati	....do		891 55
Aug. 18, 1885	Covington	Failure to arrive		
Aug. 15, Sept. 1, 21, 1885	....do	Failure to depart		
June 27; July 1, 21; Aug. 15, 1885.	Snoddy's Mills	Failure to arrive		2 88
Aug, 18, 1885	....do	Failure to depart		
No. 2, July 29; No. 4, Aug. 5; Sept. 1; No. 10, Sept. 22; No. 12, 16, 17, 1885.	Chicago	Failure to connect		54 84
July 9, 10, 1885	On the route	Failure half trip		20 32
No. 3, July 14; Aug. 11, 22; No. 5, July 3, 20; Aug. 6, 12, 25, 1885.	Kansas City	Failure to connect		146 08
Aug. 28, 1885	Sedalia	Train No. 152 failed to connect.		
July 24, 1885	Between Parsons and Fort Scott.	Failed one way (48.2 miles)		
July 3, 5, 1885	....do	Failure both ways (48.2 miles)		
July 4, 1885	Between Ellis and Parsons.	Failure one way (63.7 miles)		111 73
July 6, 1886	Between Osage Mission and Parsons,	Failure both ways (13.6 miles)		
July 7, 1885	....do	Failure one way (13.6 miles)		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
28011	Sedalia to Denison	Mo	Mo. Pacific Rwy	$89,389 20	
28011	do	Mo	1 line R. P. O. cars	10,786 50	$14 77
28011	do	Mo	do		
28009	Quincy to Trenton	Mo	W. St. L. and P. Rwy	9,294 20	14 84
28020	Pierce City to Halstead	Mo	St. L. and S. F. Rwy	25,937 87	32 53
28020	do	Mo	1 line R. P. O. cars	6,091 75	8 34
28020	do	Mo	do		
28020	do	Mo	do		
28040	Pleasant Hill to Joplin	Mo	Mo. Pacific Rwy	10,631 82	14 56
28040	do	Mo	do		
28040	do	Mo	do		
28040	do	Mo	do		
30011	Shreveport to Cheneyville	La	do	10,622 23	14 55
30011	do	La	do		
30008	Vicksburg to Shreveport	La	V. S. and Pacific Rwy	9,327 30	12 77
30008	do	La	do	9,222 95	12 63
33020	Girard to Joplin	Kans	St. L. and S. F. Rwy	1,653 99	2 26
	Remissions.				
	STAR SERVICE.				
16173	Panasoffkee to Tampa	Fla	C. H. Cotter	4,222 12	3 49
18187	Cotton Gin Port to Central Grove	Miss	J. A. Craft	56 00	
33438	Ness City to Brown's Grove	Kans	J. R. Miner	532 02	2 55

WEEK ENDING SATURDAY,

	STAR SERVICE.				
349	Ellsworth to Tremont	Me	L. Nichols	$690 00	$1 10
393	Macwahoc to Island Falls	Me	H. H. Putnam	468 00	1 50
393	do	Me	do		
393	do	Me	do		
11121	Leesburgh to Leesburgh via Northfork.	Va	B. W. Beedy	333 00	53

fiscal year ending June 30, 1886—Continued.

OCTOBER 10, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 2, 1885	Between Hiattsville and Chetopa (58.9 miles), and between Chetopa and Fort Scott (71.9 miles).	Failure one way		
July 4, 5, 1885	Between Fort Scott and Parsons (48.2 miles), and between Nevada and Parsons (69.2 miles).	....do		$29 01
July 3, 6, 7, 8, 9, 1885	Between Fort Scott and Parsons (48.2 miles).	Failure both ways		
June 22, 1885	Between Milan and Trenton (32.08 miles).	....do		6 92
July 2, 1885	Between Hallowell and Carthage (39.25 miles).	Failure one way		
July 5, 6, 7, 1885	Between Columbus and Oswego (16 miles).	Failure both ways		28 46
July 8, 9, 10, 11, 1885	Between Hallowell and Oswego (7.50 miles).	....do		
....do	....do	Failure to run railway post-office car as above.		6 68
Sept. 7, 1885	Pleasant Hill	Failure to arrive		
Sept. 8, 1885	....do	Failure to depart		
July 3, 4; Sept. 10, 13, 1885	Joplin	Failure to arrive		101 92
Sept. 7, 15, 1885	....do	Failure to depart		
July 12, 1885	Shreveport	....do		
Aug. 17, 20; Sept. 13, 1885	....do	For negligence on the part of company's messenger in failing to dispatch the mail on the 1.40 a. m. train.	$3 00	7 27
Sept. 10, 1885	Vicksburg	Failure to arrive		
Jan. 10, 19, 21, 22, 24, 25, 30; July 29; Sept. 11, 1885.	....do	Failure to connect		53 36
Sept. 7, 8, 9, 1885	On the route	Failure half trip		6 78

Remit $3.49, the deduction noted in report for week ended July 11, 1885, it having been shown by letter of postmaster at Brooksville, dated August 22, that the carrier arrived without mail on June 24 (a wreck of the mail train causing detention), and that no departure was required on June 20.

Remit 9.38, the deduction noted in report for week ended August 22, 1885, it having been shown by certificate of postmaster at Central Grove that service was regularly performed during the months of April, May, and June, 1885; also satisfactory evidence from postmaster at Cotton Gin Port that service was regularly performed over the entire route during December, 1884.

Remit 5.10 of the deduction noted in report for week ended July 25, 1885, it having been shown by certificate of postmaster at Brown's Grove that full number of trips were performed to his office during the quarter ended June 30.

OCTOBER 17, 1885, INCLUSIVE.

July 1 to 25, 1885	Tremont	From two to three hours late	$2 00	
July 4, 1885	Macwahoc	Failure to depart		
July 6, 1885	....do	Failure to arrive		$2 25
July 1, 1885	....do	Failure to connect		
Aug. 3, 1885	On the route	Failure total		1 06

Report of fines and deductions during the

WEEK ENDING SATURDAY, '

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
11126	Purcellville to Barry, Md	Va	B. W. Beedy	$418 00	$0 66
11126	do	Va	do		
11127	Purcellville to Mountville	Va	do	362 00	57
11163	Oak Grove to Montross	Va	W. F. Hansberger	470 00	75
11169	Heathsville to Kilmarnock	Va	do	540 00	86
11204	Bowling Green to Tappahannock	Va	Wm. E. Ennis	873 00	1 39
11204	do	Va	do		
11204	do	Va	do		
11204	do	Va	do		
11207	Ruther Glen to Mount Pleasant	Va	C. E. Gordon	224 00	71
11225	Waterloo to Orlean	Va	V. Boreing	124 00	39
11225	Waterloo to Bliss	Va	do	49 60	15
11230	Happy Creek to Venus	Va	W. B. Catching	98 00	47
11230	do	Va	do		
11268	Johnson's Springs to Richmond	Va	C. Ellis	275 00	1 32
11272	Richmond to Aylett's	Va	J. R. Rigg	980 00	1 56
11272	do	Va	do		
11313	Jerusalem to Petersburgh	Va	W. F. Hansberger	773 00	2 47
11317	Handsom's Depot to Joyner's	Va	do	69 00	33
11322	Lawrenceville to Boydton	Va	L. E. Chappel	544 00	1 74
11322	do	Va	do	560 59	1 79
11334	Burkeville to Lawrenceburgh	Va	Horace Jeffers	431 00	68
11342	Cumberland to Ironton Mills	Va	J. Robinson	139 42	44
11342	do	Va	do		
11397	New Canton to Buckingham	Va	S. D. Castleman	327 00	1 04
				332 68	9 06
11404	Green Bay to Pedro	Va	J. N. S. Buckingham	47 00	22
11405	Green Bay to Mount Leigh	Va	W. B. Catching	80 00	38
11418	Lula to Fort Mitchell	Va	R. J. Royall	187 00	29
11421	Clarksville to Buffalo Lithia Springs.	Va	G. D. Moore	230 99	36
11459	Lexington to Buchanan	Va	L. E. Chappel	334 00	1 07
11459	do	Va	do		
11465	Millborough Depot to Warm Springs	Va	B. W. Beedy	616 00	1 23
11473	Breckenridge to Rich Patch	Va	R. H. Cash	104 00	50
11494	Danville to Shockoe	Va	L. E. Chappel	259 00	1 24
11515	Rocky Mount to Roanoke	Va	C. P. Dillard	184 00	88
11522	Hale's Ford to Union Hall	Va	L. E. Chappel	117 00	56
11527	Salem to New Castle	Va	do	593 00	94
11527	do	Va	do		
11527	do	Va	do		
11535	Bangs to Newport	Va	do	387 00	61
11535	do	Va	do		
11552	Shawville to Mira Fork	Va	W. A. Woodruff	97 00	93
11554	Floyd C. H. to Rocky Mount	Va	J. C. Foley	392 00	1 25
11554	do	Va	do		
11554	do	Va	do		
11554	do	Va	do		
11565	Stuart to Elamsville; Shuff to Patrick Springs.	Va	E. Parr	192 00	61
11581	Bland C. H. to Wytheville	Va	L. E. Chappel	674 00	1 07
11581	do	Va	do		
11581	do	Va	do		
11581	do	Va	do		
11596	Cedar Bluff to Grundy	Va	J. C. Foley	426 00	1 36
11606	Independence to Sparta, N. C	Va	W. A. Woodruff	388 00	61
11611	Abingdon to King's Mill	Va	W. B. Catching	160 00	51
11612	Abingdon to Lebanon	Va	J. C. Foley	592 00	94
11612	do	Va	do		
11618	Holster to Hard Spring	Va	G. W. Chambers	151 99	72

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 3, 1885	Purcellville	Failure on 5½ miles		
Sept. 22, 1885	....do	Postmaster reports neglect and malice of carrier in collecting letters away from the office, thereby diminishing his receipts.	$2 00	$0 46
Aug. 3, 1885	On the route	Failure total		1 14
July 27; Aug. 3, 8, 1885	Montross	Wet mail	1 00	
Sept. 23, 1885	....do	Failure total		1 72
Sept. 7, 11, 12, 1885	Bowling Green	Failure to connect		
July 16, 1885	Tappahannock	Failure to arrive	3 00	3 47
July 17, 1885	....do	Failure to depart		
During July and Aug., 1885	On the route	Failure to arrive in time		
July 2, 1885	Merrill's Store	Failure to take the whole mail for this office.	1 00	
July 1 to 9, 1885	Orlean to Bliss	Failure to perform service 4½ miles.		2 71
.....do	....do	.....do		
Sept. 17, 24, 1885	On the route	Failure total		
Sept. 14, 1885	....do	Failure to increase service from two to three times a week.		2 82
July 10, 1885	Richmond	Failure to take newspaper mail-sack, and once before for Erin Shade.	2 00	
Sept. 29, 1885	....do	Failure to take registered pouch.	2 00	
Aug. 25, 1885	Aylett's	Failure to connect		
July 11, 1885	Petersburgh	Failure to arrive		1 23
July 1 to Aug. 6, 1885	On the route	Failure to perform service		6 93
July 1, 1885	....do	Failure total		3 48
.....do	....do	.....do		
1885		Irregular supply of intermediate offices makes the route a round trip in performing service.	2 00	
Aug. 11, 1885	Trenton Mills	Failure to arrive and depart		
During Aug. and Sept. 1885	On the route	From 3 to 4 hours behind in arrivals.	3 00	88
Aug. 27 to Sept. 30, 1885	Edville	Failure to supply	1 00	
During second quarter, 1885	On the route	Failure to perform service		11 75
...do	....do	.....do		20 00
July 11; Aug. 8, 1885	....do	Failure total		1 16
During third quarter, 1885	Buffalo Lithia Springs.	Failure to connect	2 00	
July 2, 4, 7, 9, 11, 14, 1885	Lexington	Failure to arrive and depart		16 05
.....do	Buchanan	.....do		
July 28, 29, 30, 31; Sept. 1, 2, 5, 7, 11, 1885.	Warm Springs	Failure to connect		5 53
July 1, 4, 8, 1885	Rich Patch	Failure to arrive and depart		2 25
July 1, 4, 8, 1885	On the route	Failure total		9 30
July 24, 1885	....do	.....do		1 76
July 1, 1885	....do	.....do		1 40
.....do	Salem	Failure to arrive and depart		
July 1, 3, 1885	New Castle	Failure to arrive		3 52
July 1, 2, 1885	....do	Failure to depart		
July 3, 1885	Newport	Failure to arrive		
July 2, 3, 1885	....do	Failure to depart		1 36
July 4; Aug 1, 1885	Shawville	Failure to arrive		1 16
July 9, 1885	Floyd Court-house	.....do		
July 10, 1885	....do	Failure to depart		2 50
July 24, 1885	Rocky Mount	Failure to arrive		
July 25, 1885	....do	Failure to depart		
July 14; Aug. 20, 1885	Elamsville	Failure to arrive and depart		1 83
July 9, 10, 13, 15, 23. 1885	Bland Court-house	Failure to arrive		
July 10, 11, 14, 16, 22, 1885	....do	Failure to depart		14 44
July 1, 14, 16, 22, 1885	Wytheville	Failure to arrive		
July 9, 13, 15, 17, 1885	....do	Failure to depart		
July 2, 1885	On the route	Failure total		3 40
Sept. 21, 1885	....do	.....do		1 83
Aug. 8, 1885	....do	.....do		1 53
July 1, 2, 1885	Abingdon	Failure to arrive and depart		4 70
July 1, 2, 3, 1885	Lebanon	.....do		
July 25; Aug. 4, 11, 18, 25, 1885.	Hazel Spring	.....do		5 40

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
11628	Bickley's Mills to Wise C. H	Va	G. H. Skeen	$275 00 550 00	$0 88
11633	Grundy to Davenport	Va	W. B. Catching	170 00	81
11645	Big Branch to Fugate's Hill	Va	G. C. Brassfield	103 00	49
11645	do	Va	do		
11664	Cherrystone to Bay View	Va	W. B. Catching	212 00	16
11679	Montebello to Nelly's Ford	Va	G. C. Brassfield	143 98	1 37
11685	Staunton to Monterey	Va	G. J. Hiner	1274 09	2 02
11685	do	Va	do		
12109	Berkeley Springs to railroad station	W. Va	C. P. Jack	200 00	64
12129	Petersburgh to Franklin	W. Va	J. Landes, sr	986 00	1 57
12138	Baker's Run to Howard's Lick	W. Va	V. Boreing	210 00	67
12142	Ruddle to Rinkle	W. Va	J. D. Smith	58 00	55
12146	Beverly to Mingo Flat	W. Va	S. D. Castleman	467 00	1 49
12146	do	W. Va	do		
12153	Saint George to Eglon	W. Va	B. W. Beedy	276 00	88
12174	Gladesville to Uffington	W. Va	V. Boreing	206 00	66
12178	Morgantown to Fairchance	W. Va	B. W. Beedy	630 00	1 00
12186	Barrackville to Mooresville	W. Va	V. Boreing	168 00	80
12230	Conaway to Moore's	W. Va	William Longstreet	60 00	28
12243	Burning Springs to Spencer	W. Va	R. W. Wine	395 00	63
12255	Weston to Bulltown	W. Va	W. H. Smith	740 00	1 18
12256	Weston to Glenville	W. Va	do	749 00	1 19
12275	Traveller's Repose to Huntersville	W. Va	B. W. Beedy	430 00	1 37
12275	do	W. Va	do		
12296	Glenville to Grantsville	W. Va	G. D. Moore	299 98	1 43
12296	do	W. Va	do		
12296	do	W. Va	do		
12296	do	W. Va	do		
12313	Peerysville to North Spring via Jaegar.	W. Va	William C. Payne	238 00	1 14
12357	Madison to Oceana via Van	W. Va	W. H. Smith	390 00	1 87
12357	do	W. Va	do		
12358	Madison to Logan	W. Va	B. W. Beedy	840 00	1 34
12389	Lindside to Curve	W. Va	do	167 00	53
12389	do	W. Va	do		
12406	Minnora to Servia	W. Va	V. Boreing	144 00	46
12411	Warfield to Worton's	W. Va	J. D. Smith	150 00	1 44
13366	Pittsborough to Moffitt's Mills	N. C	W. H. Marley	289 00	1 38
13410	New Hill to Bradley's Mills Store	N. C	A. Easley	164 88	78
13410	do	N. C	do		
13410	do	N. C	do		
13467	Powellsville to Harrell's Wharf	N. C	S. D. Castleman	281 60	90
13467	do	N. C	do		
13556	Dalton to Sandy Ridge	N. C	J. D. Smith	440 00	1 41
13556	do	N. C	do		
13556	do	N. C	do		
13580	Cooper's to Pinnacle	N. C	do	120 00	38
13587	Mizpah to Brown Mountain	N. C	do	88 00	84
13587	do	N. C	do		
16112	Vernon to Saint Andrew's Bay	Fla	M. A. Moore	531 99	2 55
16116	Campbellton to Geneva	Fla	H. B. Register	299 00	1 43
16132	Perry to Stephensville	Fla	W. L. Argue	890 00	2 85
16155	Hilliard to King's	Fla	do	438 00	69
16168	Enterprise to Titusville	Fla	Rice and Dixon, sureties.	2,000 00	3 19
16175	Sumterville to Webster	Fla	L. L. Greene	191 88	92

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 11, 1885	On the route	Failure total		$2 64
July 3, 1885	do	Failure to arrive and depart		2 02
July 4, 7, 1885	Big Branch	do		1 83
July 4, 1885	Fugate's Hill	do		
July 1, 2, 3, 4, 6, 7, 8, 9, 10, 1885	On the route	Failure total		2 88
July 1, 2, 1885	do	do		1 71
July 18, 1885	do	Failure on 39½ miles both ways.	$2 00	3 50
Aug. 24, 1885	Staunton	Failure to take the mail		
During third quarter, 1885	On the route	Only 2 trips were performed		16 66
do	Petersburgh	Arrived behind time	3 00	
July 1, 1885	On the route	Failure total		1 34
Aug. 26, 1885	do	do		1 65
July 1, 1885	Beverly	Failure to arrive		1 49
do	Mingo Flat	Failure to depart		
July 2, 4, 1885	On the route	Failure total		3 42
July 1 to 11, 1885	do	Temporary service from July 1 to 11, 1885, having been recognized at a lower rate than the pay of the contractor, and charged to transportation, deduct the sum which would be due him for the period above stated.		6 15
July 22 to Sept. 30, 1885	Between Smithfield and Fairchance.	Failure to perform service		23 68
July 3, 4, 6, 7, 1885	On the route	Failure total		2 40
Sept. 5, 1885	do	do		1 12
July 23, 1885	do	do		1 26
July 1, 1885	do	do		2 36
July 1, 2, 1885	do	do		2 96
do	do	do		
Aug. 12, 1885	do	Mail carried by unsworn carrier.	1 00	3 37
July 1, 4, 8, 11, 18, 25, 1885	Glenville	Failure to arrive		
July 3, 7, 10, 17, 24, 1885	do	Failure to depart		23 59
do	Grantsville	Failure to arrive		
July 1, 4, 8, 11, 18, 25, 1885	do	Failure to depart		
July 4, 1885	North Spring	Failure to arrive and depart		1 71
July 1, 1885	Madison	Failure to arrive		1 87
do	Oceana	do		
July 1 to Sept. 30, 1885	Logan Court-House	Failure to arrive on time; 1 to 3 hours late.	5 00	
July 6, 8, 10, 13, 15, 17, 20, 1885.	Lindside	Failure to arrive and depart		9 54
July 1, 3, 6, 8, 10, 13, 15, 17, 20, 23, 24, 1885.	Curve	do		
July 2, 4, 7, 1885	On the route	Failure total		3 45
July 21, 28; Aug. 3, 10, 17, 21, 31; Sept. 7, 14, 21, 28, 1885.	Between mouth of Pigeon and Worton's.	Failure on 12 miles each		19 00
Sept. 22, 23, 1885	On the route	Failure on 18¾ miles and back		1 49
Sept. 21, 1885	New Hill	Failure to arrive and depart		2 79
Sept. 28, 1885	Bradley's Store	do		
Aug. 31, 1885	On the route	Failure on 15 miles and back		
July 1, 2, 1885	Between Powellsville and Bethlehem.	Failure on 6 miles and back		1 01
July 3, 1885	do	Failure on 6 miles		
July 27, 28, 1885	On the route	Failure round trip		
July 3, 1885	Sandy Ridge	Failure to arrive		
July 4, 1885	do	Failure to depart		4 23
July 1, 3, 6, 8, 10, 13; Aug. 26, 1885.	On the route	Failure 7 round trips		5 32
July 4, 11, 1885.	Mizpah	Failure to arrive and depart		2 52
July 4, 1885	Brown Mountain	do		
Sept. 4, 5, 1885	On the route	Failure round trip		5 10
During third quarter, 1885	do	Failure to observe schedule time in arriving and departing.	2 00	
July 8, 10, 1885	do	For not observing schedule especially.	2 00	
Sept. 28, 29, 1885	do	Failure round trips		2 76
Sept. 16, 1885	Titusville	Failure to connect		3 19
July 14, 1885	On the route	Failure round trip		2 76

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
16181	Brooksville to Henderson	Fla	D. J. Whiddon	$295 00	$1 41
16191	Apopka to Eustis	Fla	L. L. Greene	470 00	1 50
16191	do	Fla	do		
16191	do	Fla	do		
16191	do	Fla	do		
16194	Tampa to Bay View	Fla	C. A. Nicholson	1,121 62	3 59
16196	Tampa to Palmetto	Fla	J. D. Emerson	3,193 62	5 09
16196	do	Fla	do		
16196	do	Fla	do		
16200	Fort Meade to Fort Ogden	Fla	T. Holloway	948 00	4 55
16200	do	Fla	do		
16200	do	Fla	do		
16201	Saint Louis to Eau Gallie	Fla	J. B, Colegrove	564 42	2 66
16201	do	Fla	do		
16205	Manatee to Osprey	Fla	O. P. Johnson	396 67	1 90
16205	do	Fla	do		
16206	Manatee to Fort Ogden	Fla	J. D. Emerson	897 28	4 31
16206	do	Fla	do		
16206	do	Fla	do		
16206	do	Fla	do		
16210	Lake Worth to Biscayne	Fla	H. O. Roop	489 00	4 70
16210	do	Fla	do		
16210	do	Fla	do		
16210	do	Fla	do		
16263	Hudson to Anclote	Fla	P. R. Schnebly	225 47	2 16
16275	Plant City to Pine Level	Fla	H. O. Roop	1,089 00	3 48
16283	Norwalk to Ker City	Fla	do	89 00	
18115	Lamar to Collierville	Miss	J. J. Campbell	529 57	1 69
18125	Ripley to New Albany	Miss	G. W. Snider	349 00	1 67
18125	do	Miss	do		
18126	do	Miss	Lee Snyder	407 00	79
18126	do	Miss	do		
18126	do	Miss	do		
18135	Bay Springs to Rara Avis	Miss	G. L. and J. M. A. Davis	224 00 204 53	1 07 98
18164	Baldwin to Baker	Miss	J. J. Campbell	588 00	1 88
18164	do	Miss	do		
18164	do	Miss	do		
18164	do	Miss	do		
18168	Fulton to Pikeville	Miss	do	786 00	2 51
18174	Coffeeville to Pontotoc	Miss	N. Goode	849 00	2 72
18191	Sunrise to Lehrton	Miss	J. A. Craft	383 43	3 68
18191	do	Miss	do		
18198	Carrollton to Greenwood	Miss	J. J. Campbell	530 00	84
18211	Walthall to Atlanta	Miss	N. E. Gardner	208 00	1 00
18218	West Point to Waverly	Miss	B. H. Trotter	229 00	73
18258	Yazoo City to Belzona	Miss	C. C. Morse	1,130 00	3 61
18291	Forest to Carthage	Miss	J. J. Campbell	700 00	2 24
18293	Lake to Philadelphia	Miss	J. B. Colegrove	1,070 00	3 42
18296	Newton to Philadelphia	Miss	J. A. Whitten	1,180 00	1 87
18298	Meridian to Coffadeliah	Miss	J. J. Campbell	500 00	2 40
18298	do	Miss	do		
18304	Hazlehurst to Westville	Miss	do	560 00	1 79
18303	do	Miss	do		
18304	Westville to Raleigh	Miss	do	393 00	1 88
18304	do	Miss	do		
18304	do	Miss	do		
18304	do	Miss	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During third quarter, 1885...	On the route.....	For not performing service in accordance with schedule; frequent failures to connect with Port Richey route.	$5 00	.....
July 2; Aug. 4, 1885.....	Apopka.....	Failure to arrive.....	.....	$4 50
July 1; Aug. 3, 1885.....	....do	Failure to depart.....		
July 1, 1885.....	Eustis	Failure to arrive.....		
July 2, 1885.....	....do	Failure to depart		
July 15, 1885.....	Between Booker Creek and Bay View.	Failure on 33 miles both ways.	.....	4 60
.....do	Tampa	Failure to arrive.....	.....	10 18
July 15; Aug. 31, 1885.....	Palmetto	.....do		
July 17, 1885.....	....do	Failure to depart.....		
July 18, 22, 1885	Fort Ogden.....	Failure to arrive.....	.....	
July 21, 1885	Fort Meade.....	.....do		
July 20, 1885	....do	Failure to depart		
Sept. 27, 1885	Saint Lucie.....	Failure to arrive.....	.....	2 66
Sept. 28, 1885	....do	Failure to depart		
July 17, 1885	Osprey	Failure to arrive.....	.....	1 90
July 18, 1885	....do	Failure to depart		
Sept. 28; July 17, 1885.....	Manatee	Failure to arrive.....	.....	12 93
July 18; Sept. 26, 1885.....	....do	Failure to depart		
Sept. 6, 1885	Fort Ogden.....	Failure to arrive.....		
Sept. 7, 1885	....do	Failure to depart		
July 4, 11, 1885.....	Lake Worth	Failure to arrive.....	.....	28 20
July 6, 1885	....do	Failure to depart		
July 1, 8, 15, 1885	Biscayne	Failure to arrive.....		
July 2, 9, 1885	....do	Failure to depart		
Sept. 5, 12, 1885	Between Point Richey and Anclote.	Failure on 11½ miles	.....	5 23
July 16, 1885	On the route	Failure on 18 miles	.....	2 08
Sept. 3, 1885	....do	For employing and using a carrier before being sworn.	1 00	
Aug. 5, 7, 1885	Collierville	Failure to connect with mail train.	.....	1 69
Aug. 7, 1885	New Albany.....	Failure to depart	.....	1 67
Aug. 8, 1885	....do	Failure to arrive.....		
Aug. 6, 1885	Ripley	Failure to arrive and depart ..	.....	1 58
Aug. 5, 1885	New Albany.....	Failure to arrive.....		
Aug. 6, 1885	....do	Failure to depart		
July 4, 1885	On the route.....	Failure total.....	.....	2 14
July 8; Aug. 7, 19, 1885.....	Baldwin	Failure to arrive.....	.....	7 52
July 9; Aug. 8, 20, 1885.....	....do	Failure to depart		
July 4, 1885	Baker	Failure to arrive.....		
July 6, 1885	....do	Failure to depart		
July 4; Aug. 29, 1885.....	Pikeville	Failure to arrive and depart ..	.....	5 02
July 11, 1885	Pontotoc.....	Wet mail	1 00	.....
Aug. 2, 1885	Sunrise	Failure to arrive.....	.....	4 51
Aug. 7, 1885	On the route	Failure on 12 miles.....		
Sept. 28, 1885	Greenwood	Wet mail	1 00	.....
July 22; Aug. 5, 1885.....	On the route.....	Failure total.....	.....	6 00
During Sept., 1885.....	....do	Failure to perform service according to schedule.	5 00	.....
Aug. 17, 1885	....do	Failure total.....	.....	7 22
Sept. 7, 1885	Carthage	Wet mail	1 00	.....
Aug. 10, 1885	Lake	Failure to arrive and depart ..	.....	3 42
During third quarter, 1885 ...	Newton.....	Frequent delivery of wet mails for want of proper covering.	10 00	.....
Aug. and Sept., 1885.....	Coffadeliah	Failure to arrive and depart according to schedule.	.....	.....
Sept. 11, 29, 1885	....do	Wet and damaged mails	10 00	.....
July 2, 21, 25; Aug. 1, 4, 6, 8, 11, 22, 1885.	Hazlehurst	Failure to arrive on schedule time.	20 00	.....
During third quarter, 1885....	Westville.....	.....do		
July 6, 13, 20, 27; Aug. 27; Sept. 21, 1885.	....do	Failure to arrive.....	.....	37 60
July 7, 14, 21, 28; Aug. 28; Sept. 22, 1885.	... do	Failure to depart		
July 6, 13, 20, 27; Aug. 3, 27; Sept. 3, 10, 17, 24, 1885.	Raleigh.....	.....do		
July 7, 14, 21, 28; Aug. 4, 28; Sept. 4, 11, 18, 25, 1885.	....do	Failure to arrive.....		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
18314	Natchez to Meadville	Miss	J. D. Emerson	$448 00	$2 15
18314	....do	Miss	....do		
18320	Brookhaven to Monti	Miss	J. J. Campbell	824 00	1 31
18321	Brookhaven to Meadville	Miss	....do	625 00	2 00
18321	....do	Miss	....do		
18321	....do	Miss	....do		
18321	....do	Miss	....do		
18325	Williamsburgh to Raleigh	Miss	....do	499 00	2 39
18325	....do	Miss	....do		
18325	....do	Miss	....do		
18327	Williamsburgh to Westville	Miss	....do	390 00	1 87
18327	....do	Miss	W. C. Vaught	1,795 00	2 85
18335	Magnolia to Columbia	Miss	C. A. Bradley	219 00	2 10
18340	Augusta to Leaksville	Miss	....do		
18363	Jackson to Westville	Miss	C. C. Morse	662 79	1 05
18373	Pass Christian to De Lisle	Miss	J. D. Emerson	71 00	68
18389	Hermanville to Millsaps	Miss	H. V. Childress	159 00	76
18389	....do	Miss	....do		
18410	Sunrise to Saint's Rest	Miss	....do	78 00	75
18423	Hattiesburgh to Williamsburgh	Miss	E. A. Ragan	384 00	1 84
18437	Martin to Hazlehurst	Miss	....do	422 44	2 02
18437	....do	Miss	....do		
18437	....do	Miss	....do		
18437	....do	Miss	....do		
18438	Purvis to Columbia	Miss	....do	1,187 00	1 88
18438	....do	Miss	....do		
18438	....do	Miss	....do		
18438	....do	Miss	....do		
19100	Head of Laurel to Helton	Tenn	A. Easley	324 08	1 03
19198	Knoxville to Double	Tenn	W. F. Costellow	102 52	98
19281	Robertsville to Powell's Station	Tenn	W. B. Catching	215 00	68
19281	....do	Tenn	....do		
19377	La Fayette to Gainesborough	Tenn	G. W. Putty	309 00	1 48
19377	....do	Tenn	....do		
19377	....do	Tenn	....do		
19426	Wales to Barcher's	Tenn	J. W. Peden	77 50	25
19489	Waynesborough to Lowryville	Tenn	J. A. Gower	450 00	1 44
19497	Purdy to Savannah	Tenn	W. N. Gibbs	423 00	67
19497	....do	Tenn	....do		
19497	....do	Tenn	....do		
19619	Flatwood to Lego	Tenn	G. C. Brassfield	76 98	74
21705	Toledo to post-office and depots	Ohio	H. S. Slavens	5,670 00	
23343	Scottsville to Palmyra	Ill	C. H. Hancock	265 00	42
23385	Bourbon to Arcola	Ill	W. B. Catching	168 00	53
23482	Cable to Cable	Ill	P. R. Schnebly	387 00	61
23495	Geneseo to Prophetstown	Ill	W. N. Gibbs	760 00	1 21
23498	Orion to Cable	Ill	E. M. Hardin	180 00	57
23603	Chicago post-office to depots and stations.	Ill	C. Walsh	55,549 00	
23603	....do	Ill	....do		
23626	Wright's Grove to Northern Division Station.	Ill	J. B. Colegrove	933 35	35
23683	Belleville to Kampsville	Ill	G. D. Jackson	260 00	83
26102	Caledonia to Houston	Minn	B. W. Beedy	319 00	1 02
26103	Houston to Winona	Minn	....do	619 00	1 98
26103	....do	Minn	....do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 4, 1885	Natchez	Schedule violated	$2 00	
July 8, 1885	do	Unsworn carrier		
July 7, 1885	Brookhaven	Wet mail	1 00	
July 11, 14, 1885	do	Failure to arrive		
July 13, 15, 1885	do	Failure to depart		$8 00
July 10, 13, 1885	Meadville	Failure to arrive		
July 11, 14, 1885	do	Failure to depart		
July 7; Aug. 4; Sept. 1, 1885	Williamsburgh	Failure to arrive and depart		
July 2, 9, 16; Aug. 3, 31, 1885	Raleigh	Failure to depart		19 12
July 4, 11, 18; Aug. 5; Sept. 2 1885.	do	Failure to arrive		
July 10, 1885	Westville	do		1 87
July 11, 1885	do	Failure to depart		
July 4, 1885	Columbia	Wet mail	1 00	
July 8, 29; Aug. 19, 26; Sept. 2, 9, 1885.	Leaksville	Failure on 23 miles each date		15 66
Aug. 15, 1885	On the route	Failure on 16 miles and back each date.		1 00
Sept. 26, 1885	do	Failure total		1 36
July 1, 4, 8, 11, 15, 1885	do	do	1 00	7 60
Sept. 5, 26, 1885	Millsaps	Wet mails		
July 4, 1885	On the route	Failure total		1 50
Sept. 28, 1885	Williamsburgh	Failure on 37½ miles and back		3 59
Aug. 11, 14, 17, 1885	Martin	Failure to arrive		
Aug. 12, 15, 18, 1885	do	Failure to depart		16 16
Aug. 4, 7, 11, 14, 18, 1885	Hazlehurst	do		
Aug. 5, 8, 12, 15, 17, 1885	do	Failure to arrive		
July 1, 3, 6, 8, 10, 1885	Purvis	do		
July 2, 4, 7, 9, 11, 1885	do	Failure to depart		20 68
July 1, 3, 7, 8, 11, 13, 15, 1885	Columbia	do		
July 2, 4, 8, 10, 14, 1885	do	Failure to arrive		
Sept. 7, 8, 1885	On the route	Failure of round trip		2 06
Sept. 16, 17, 1885	do	do		1 96
July 28, 1885	do	Failure on 5 miles		1 40
Sept. 26, 1885	do	Failure on 10½ miles and back		
Aug. 31, 1885	La Fayette	Failure to arrive		
do	Gainesborough	Failure to depart		2 22
Sept. 1, 1885	do	Failure to arrive		
July 27, 29, 31, 1885	On the route	Failure of 3 round trips		1 50
Sept. 29, 1885	Between Martin's Mills and Lowryville.	Failure of round trip		1 36
July 8, 1885	Purdy	Failure to arrive and depart		
do	Savannah	Failure to depart		1 34
July 9, 1885	do	Failure to arrive		
July 4, 11, 1885	On the route	Failure on 2 round trips		2 96
Aug. 17, 1885		Failed to have wagon on hand to take mail to Toledo and Columbus train No. 6 at 10.10 a. m. The following pouches were delayed and connections missed: From Toledo, from N. Y. and C. R. P. O., from T. and F. R. P. O., from T. and Findley R. P. O.	10 00	
Aug. 8, 1885	On the route	Failure of round trip		1 00
During Sept., 1885	do	For being drunk twice and exposing the mail to depredation.	2 00	
July 4, 1885	do	Failure of round trip		1 22
July 4; Aug. 20, 1885	do	Failure of 2 round trips		6 05
July 4, 1885	do	Failure of 1 round trip		1 14
July 31, 1885		Failure to deliver one pouch to depot in time to dispatch on route 23002, and returned said pouch to office.	7 00	
Sept. 5, 1885		Failed to furnish wagon to deliver two pouches to be dispatched by route 23035.		
July 4, 1885	On the route	Failure of 3 round trips		2 10
July 16, 18, 20, 22, 1885	do	Failure of 4 round trips		6 64
July 4; Aug. 8, 1885	Caledonia	Failure to arrive and depart		2 04
July 29, 1885	Houston	Failure to arrive		1 98
July 30, 1885	do	Failure to depart		

Reports of fines and deductions made during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
26143	Windom to Windom	Minn	B. W. Beedy	$449 00	$2 15
26143	do	Minn	do		
26152	Janesville to Alma City to Vivian	Minn	do	559 20	56
26175	Wabasha to Plain View	Minn	L. H. Warren	750 00	1 19
26289	Fair Haven to Saint Cloud	Minn	L. A. Nichols	740 00	1 18
26348	Ada Mine to Caledonia	Minn	J. B. Colegrove	203 73	1 95
26348	do	Minn	do		
26352	Mountain Lake to Springfield	Minn	S. A. Pond	360 00	1 73
26357	New Ulm to New Ulm	Minn	do	546 00	1 75
26357	do	Minn	do		
26363	Bird Island to Franklin	Minn	do	536 00	1 64
26363	do	Minn	do		
26363	do	Minn	do		
26363	do	Minn	do		
27319	Winterset to Creston	Iowa	H. N. Warren	692 00	2 21
27319	do	Iowa	do		
27319	do	Iowa	do		
29129	Helena to Red Store	Ark	J. Cross	260 00	1 25
29129	do	Ark	do		
29132	Goldman to Williamette	Ark	W. F. Ball	209 46	2 00
29132	do	Ark	do		
29142	La Crosse to Ash Flat	Ark	J. M. Hinkle	489 47	42 72
29163	Marshall to Plummersville	Ark	D. C. Lane	1,911 55	3 04
29168	Searcy to Quitman	Ark	J. H. Sanders	697 00	2 23
29171	Ozark to Eureka Springs	Ark	W. A. Gage	2,350 69	2 21
29190	Carrollton to Fayetteville	Ark	B. W. Beedy	947 00	3 03
29190	do	Ark	do		
29191	Springdale to Siloam Springs	Ark	B. Magoffin	891 75	1 42
29191	do	Ark	do		
29206	Dardanelle to Ola	Ark	V. Boreing	196 00	94
29207	Altus to Booneville	Ark	do	1,018 14	1 61
29233	Arkadelphia to Wilton	Ark	C. R. Diver	966 77	3 09
29233	do	Ark	do		
29246	Pine Bluff to Monticello	Ark	do	1,056 30	1 76
29246	do	Ark	do		
29246	do	Ark	do		
29246	do	Ark	do		
29282	Warren to Moro Bay	Ark	J. W. Pennington	755 96	2 42
29300	Clarksville to Chadwick	Ark	B. W. Beedy	5,067 78	8 08
29309	Corning to Peru	Ark	T. H. Tinsley	132 18	1 26
29312	Yellville to Jasper	Ark	B. W. Beedy	249 00	2 39
29359	Mineral Springs to Ultima Thule	Ark	V. Boreing	988 00	
29405	Yellville to Saint Joe	Ark	H. W. Hudson	131 55	1 25
29405	do	Ark	do		
29419	Rocky Comfort to De Kalb	Ark	G. D. Moore	999 00	1 59
29419	do	Ark	do		
29419	do	Ark	do		
29474	Paris to Corley	Ark	J. L. Jones	138 00	66
29485	Perryville to Morrillton	Ark	N. O. Drake	475 00	75
29485	do	Ark	do		
29485	do	Ark	do		
30191	Burr's Ferry to Merryville	La	Mrs. H. Burr	244 80	2 35
30215	Shreveport to Love's Lake	La	J. J. Campbell	1,302 00	4 16
30264	Columbia to Winnfield	La	J. J. McKeithen	597 00	2 87
31114	Victoria to Goliad	Tex	G. M. T Webb	1,032 00	1 64
31116	Goliad to Beeville	Tex	B. Magoffin	1,260 00	2 00
31120	Corpus Christi to Saint Mary's	Tex	J. L. McLean	1,622 22	2 34
31123	Cuero to Saint Mary's	Tex	C. M. Snodgrass	3,700 00	5 90
31123	do	Tex	do		
31123	do	Tex	do		
31123	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 11, 1885	On the route	Failure to depart		$4 30
Sept. 12, 1885	do	Failure to arrive		
Sept. 8, 1885	do	Failure total		2 42
July 4, 1885	do	do		2 38
do	do	do		2 36
July 3, 1885	Caledonia	Failure to depart		1 95
July 4, 1885	do	Failure to arrive		
do	Between Mountain Lake and Comfrey.	Failure on 21 miles both ways		2 50
July 11, 28; Sept. 8, 1885	New Ulm	Failure to arrive		15 75
July 13, 29; Sept. 9, 1885	do	Failure to depart		
July 10, 27; Sept. 7, 1885	Fort Ridgely	Failure to arrive and depart		50 08
Sept. 16, 1885	Franklin	Failure to arrive		
Sept. 15, 1885	do	Failure to depart		
During third quarter, 1885	Between Franklin and Fort Ridgely.	Failure to perform service		
Aug. 22, 1885	Winterset	Failure to arrive		3 31
Aug. 24, 1885	Creston	do		
Aug. 25, 1885	do	Failure to depart		
Aug. 5, 8, 12, 15; Sept. 26, 30, 1885.	Helena	Failure to arrive and depart		11 25
Sept. 19, 30; Aug. 5, 1885	Red Store	do		
Aug. 14, 1885	Willamette	Failure to arrive		2 00
Aug. 15, 1885	do	Failure to depart		
July 2, 4, 7, 1885	Ash Flat	Failure to arrive and depart		2 16
Sept. 21, 1885	Marshall	Wet mail	$1 00	
During third quarter, 1885	On the route	Failure to perform service according to schedule.	10 00	
July 6, 1885	Eureka Springs	Failure to arrive and depart		2 10
July 1, 3, 6, 1885	Carrollton	Failure to arrive		9 09
July 2, 4, 7, 1885	do	Failure to depart		
July 1, 1885	Siloam Springs	do		1 42
July 2, 1885	do	Failure to arrive		
April 23, 30, 1885	Ola	Failure to arrive and depart		1 88
July 4, 1885	Altus	Failure on 10 miles and back		1 00
July 11, 1885	Wilton	Failure on 19 miles		3 89
Aug. 21, 1885	do	Failure on 15 miles		
July 7, 11, 1885	Pine Bluff	Failure to depart		7 04
July 8, 10, 1885	do	Failure to arrive		
July 7, 8, 1885	Monticello	do		
July 8, 10, 1885	do	Failure to depart		
Sept. 4, 1885	Moro Bay	Failure on 16 miles both ways		1 98
July 3, 1885	Chadwick	Failure to arrive and depart		8 08
Sept. 19, 1885	Corning	Wet mail	1 00	
Aug. 7, 1885	On the route	Failure total		4 78
During third quarter, 1885	Between Norwoodville and Paraclifta.	Failure on 12 miles both ways		57 00
July 29; Aug. 25, 1885	On the route	Failure on 15¼ miles both ways		7 79
Sept. 1, 15, 1885	do	Failure total		
July 4, 1885	De Kalb	Failure to arrive and depart		3 18
do	Rocky Comfort	do	5 00	
During third quarter, 1885	do	Failure to arrive according to schedule.		
July 4, 1885	On the route	Failure total		1 32
July 3, 1885	Perryville	Failure to arrive		1 50
July 4, 1885	do	Failure to depart		
do	Morrillton	Failure to arrive and depart		
Sept. 17, 1885	On the route	Failure on 16 miles		2 21
Sept. 15, 22, 1885	Love's Lake	Failure to depart on schedule time.	5 00	
Sept. 17, 1885	On the route	Failure on 25 miles		3 18
July 7, 1885	Goliad	Wet mail	1 00	
July 4, 1885	Beeville	Failure to arrive and depart		2 00
Sept. 19, 1885	Saint Mary's	do		1 42
July 6, 1885	Refugio	do		
July 18, 1885	do	Carrier from Goliad failed to meet carrier from St. Mary's.		
Aug. 13, 1885	Waynesville	Carrier intoxicated from Cuero	12 00	4 56
	Goliad	Carrier from Refugio often failed to meet carrier from Cuero.		

Report of fines and deductions during the
WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31138	Luling to Helena	Tex	V. Boreing	$1,482 95	$1 62
					1 47
31138	do	Tex	do		
31138	do	Tex	do		
31139	Luling to San Marcos	Tex	G. M. Snodgrass	891 00	1 42
31139	do	Tex	do		
31151	Brownsville to Rio Grande City	Tex	do	5,300 00	8 45
31154	San Antonio to Bandera	Tex	M. V. Nichols	1,641 00	2 61
31154	do	Tex	do		
31156	San Antonio to Boerne	Tex	W. F. Hansberger	1,299 43	2 06
31156	do	Tex	do		
31156	do	Tex	do		
31156	do	Tex	do		
31157	San Antonio to Helena	Tex	Pickett & Mead	2,100 00	3 34
31157	do	Tex	do		
31157	do	Tex	do		
31157	do	Tex	do		
31158	San Antonio to Pleasanton	Tex	G. M. Snodgrass	1,186 00	1 88
31158	do	Tex	do		
31158	do	Tex	do		
31158	do	Tex	do		
31159	San Antonio to Spring Branch	Tex	do	456 00	2 19
31159	do	Tex	do		
31160	San Antonio to Hockdale	Tex	do	1,313 00	2 09
31166	Floresville to Fair View	Tex	V. Boreing	163 00	32
31168	Tilden to Cotulla	Tex	W. F. Hansberger	2,022 06	3 22
31168	do	Tex	do		
31168	do	Tex	do		
31168	do	Tex	do		
31170	Laredo to Carrizo	Tex	J. B. Colegrove	1,189 50	3 20
31170	do	Tex	do		
31170	do	Tex	do		
31170	do	Tex	do		
31177	Uvalde to Rio Frio	Tex	G. M. Snodgrass	706 50	2 26
31177	do	Tex	do		
31177	do	Tex	do		
31177	do	Tex	do		
31177	do	Tex	do		
31178	Rio Frio to Leakey	Tex	W. B. Catching	142 36	45
31178	do	Tex	do		
31178	do	Tex	do		
31178	do	Tex	do		
31181	Boerne to Curry's Creek	Tex	A. E. Boone	520 50	1 66
21181	do	Tex	do		
31182	Boerne to Kerrville	Tex	G. R. Parsons	1,200 00	1 90
31182	do	Tex	do		
31182	do	Tex	do		
31182	do	Tex	do		
31192	Seguin to Olmus	Tex	B. Magoffin	120 00	57
31194	New Braunfels to Seguin	Tex	A. Cook	88 00	84
31235	Giddings to Winchester	Tex	B. Magoffin	460 00	73
31235	do	Tex	do		
31245	Burnet to Lampasas	Tex	B. M. Snodgrass	766 55	1 22
31245	do	Tex	do		
31250	Llano to Brady	Tex	do	609 00	2 92
31312	Hearne to Maysfield	Tex	W. B. Catching	291 00	93
34314	Calvert to Cameron	Tex	B. Magoffin	563 48	1 80
31317	Durango to Temple	Tex	V. Boreing	636 00	1 01
31319	Marlin to Durango	Tex	do	426 00	1 36
31322	Mexia to Fairfield	Tex	G. M. Snodgrass	566 00	90
31322	do	Tex	do		
31341	Waxahachie to Ovilla	Tex	W. B. Catching	481 00	76
31344	Dallas to Grapevine	Tex	G. M. Snodgrass	533 00	1 70
31344	do	Tex	do		
31357	Terrell to Greenville	Tex	do	446 00	1 42
31380	Paris to Scott	Tex	do	174 47	83
31392	Sulphur Springs to Cooper	Tex	do	546 00	87
31404	Clarksville to Halesborough	Tex	do	331 50	1 06
31428	Hughes Springs to Hermitage	Tex	V. Boreing	121 68	58
31556	Mobeetie to Fort Bascom	Tex	G. M. Snodgrass	5,360 00	26 60
31556	do	Tex	do		
31556	do	Tex	do		
31556	do	Tex	do		
34298	Sidney to Deadwood	Nebr	W. A. Stoddard	13,480 99	14 11
					12 43
34298	do	Nebr	do		
34298	do	Nebr	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 7, 8, 1885	Rancho	Failure to arrive from Luling.		
July 8, 1885	do	Failure to depart from Helena.	.....	$3 82
Aug. 29, 1885	Helena	Failure to arrive and depart		
July 4, 7; Sept. 11, 1885	Luling	do	.....	7 81
July 3, 7; Sept. 11, 1885	San Marcos	do		
Sept. 3, 15, 17, 1885	Rio Grande City	Failure to connect	.....	12 67
July 2, 1885	San Antonio	Failure to arrive	.....	2 61
July 3, 1885	do	Failure to depart		
July 2, 7, 1885	do	Failure to arrive		
July 8, 1885	do	Failure to depart	.....	5 15
do	Boerne	Failure to arrive		
July 9, 1885	do	Failure to depart		
July 6, 8, 1885	San Antonio	Failure to arrive		
July 7, 9, 1885	do	Failure to depart		
July 4, 6, 7, 9, 8, 1885	Helena	Failure to arrive	.....	23 38
July 4, 7, 8, 9, 10, 1885	do	Failure to depart		
July 3, 7, 1885	San Antonio	Failure to arrive		
July 4, 8, 1885	do	Failure to depart	.....	9 40
July 3, 6, 8, 1885	Pleasanton	Failure to arrive		
July 3, 6, 7, 1885	do	Failure to depart		
July 3, 6, 1885	Spring Branch	Failure to arrive	.....	4 38
July 4, 7, 1885	do	Failure to depart		
July 7, 1885	On the route	Failure total	.....	4 18
July 3, 6, 8, 1885	Floresville	Failure to arrive and depart	.....	1 56
July 3, 7, 1885	Tilden	Failure to arrive		
July 7, 1885	do	Failure to depart	.....	11 27
July 7, 8, 1885	Cotulla	Failure to arrive		
July 6, 9, 1885	do	Failure to depart		
Sept. 3, 1885	Laredo	do		
Sept. 5, 1885	do	Failure to arrive	.....	8 00
July 3; Sept. 4, 1885	Carrizo	Failure to depart		
July 3, 1885	do	Failure to arrive		
July 11; Aug. 1, 1885	Uvalde	do		
July 3, 10, 31, 1885	do	Failure to depart	.....	10 17
July 3, 8, 1885	Rio Frio	Failure to arrive		
July 4, 9, 1885	do	Failure to depart		
July 4, 7, 1885	do	Failure to arrive		
July 3, 6, 8, 1885	do	Failure to depart	.....	2 47
July 3, 10, 31, 1885	Leakey	Failure to arrive		
July 4, 11; Aug. 1, 1885	do	Failure to depart		
July 4, 7, 1885	On the route	Failure on 6 miles	.....	2 56
Sept. 5, 1885	Curry's Creek	Failure to connect		
July 6, 9, 1885	Boerne	Failure to arrive		
July 3, 1885	do	Failure to depart	.....	5 70
July 2, 9, 1885	Kerrville	Failure to arrive		
July 9, 1885	do	Failure to depart		
July 7, 1885	On the route	Failure total	.....	1 14
July 4, 1885	do	do	.....	1 68
Sept. 18, 1885	Giddings	Failure to arrive and depart	.....	2 19
Sept. 17, 22, 1885	Winchester	do		
Aug. 3, 1885	Burnet	Failure to depart	.....	1 22
do	Lampasas	Failure to arrive		
Sept. 10, 1885	On the route	Failure on 12 miles	.....	1 27
Sept. 18, 1885	do	Failure total	.....	1 86
do	do	do	.....	3 60
Sept. 17, 19, 1885	Between Olnaville and Durango.	Failure on 8 miles (each date)	.....	2 02
Sept. 18, 1885	Durango	Failure to arrive and depart	.....	1 36
July 4, 1885	On the route	Failure total	.....	3 60
Sept. 18, 19, 22, 24, 1885	Mexia	Failure to connect		
Aug. 10, 1889	On the route	Failure total	.....	1 52
July 6, 1885	Grapevine	Failure to arrive	.....	1 70
July 7, 1885	do	Failure to depart		
July 8, 1885	Terrell	Failure to arrive and depart	.....	1 42
Aug. 17, 1885	On the route	Failure total	.....	1 66
Sept. 17, 1885	do	Failure on 15 miles	.....	1 30
Sept. 29, 1885	do	Failure total	.....	2 12
Sept. 12, 1885	do	do	.....	1 16
Aug. 29, 1885	Mobeetie	Failure to arrive		
Aug. 31, 1885	do	Failure to depart	.....	119 70
July 2; Aug. 27, 29, 1885	Fort Bascom	Failure to arrive		
July 1, 3; Aug. 26, 28, 1885	do	Failure to depart		
Aug. 1, 2, 3, 25, 1885	Deadwood	Failure to arrive		
Sept. 5 to 26, 1855	Hot Springs and Cascade.	Failure to supply both ways	$75 00	24 86
June 24; Aug. 24, 1885		Wet mail		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Terminal of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
36124	Butte City to Boulder City	Mont	O. J. Salisbury	$1,700 00	$2 33
36192	Boulder Valley to Elkhorn	Mont	T. F. Murray	370 00	1 13
36192	do	Mont	do		
36201	Boulder Valley to Cold Spring	Mont	do	385 00	3 70
36207	Choteau to Berrysburgh	Mont	A. T. Hughes	528 75	5 07
36208	Fort Benton to Conrad	Mont	J. W. Berserer	2,387 00	7 65
37109	Rock Creek to Junction	Wyo	H. A. Lawton	27,340 00	43 67
37109	do	Wyo	do		
37141	Buffalo to Logan	Wyo	H. C. Slavens	670 00	6 44
37141	do	Wyo	do		
38126	Central City to Nederland	Colo	A. B. Cotton	610 00	1 95
38166	Florence to Greenhorn	Colo	G. V. Meserole	1,637 59	
38188	Allen to Powderhorn	Colo	J. B. Colegrove	127 78	1 23
38212	Pagosa Springs to Amargo	Colo	J. W. Ruddell	2,560 00	4 08
38213	Durango to Jewett	Colo	H. Tisdale	1,760 45	8 45
38218	Hot Sulphur Springs to Steamboat Springs.	Colo	G. V. Meserole	3,768 88	12 07
38219	Steamboat Springs to Hahn's Rock	Colo	C. T. Perkins	440 00	4 23
38221	Buena Vista to Cottonwood Springs	Colo	J. D. Emerson	488 14	77
38224	Fort Collins to Teller	Colo	do	1,898 91	6 08
38224	do	Colo	do		
38229	Mancos to Bluff	Colo	S. P. Wheeler	1,633 00	15 69
38286	Evergreen to Brookvale	Colo	J. A. Nichols	340 00	1 63
38297	Coal Creek to Williamsburgh	Colo	A. Salmon	183 33	25
38304	Trinidad to Engle	Colo	J. J. Thompson	300 00	47
39170	Fairview to Cherryville	N. Mex	G. V. Meserole	1,836 00	5 87
39170	do	N. Mex	do	1,273 96	4 07
39171	Silver City to Black Hawk	N. Mex	do	1,420 00	2 26
39171	do	N. Mex	do		
39171	do	N. Mex	do		
39192	Springer to Tascosa	N. Mex	A. H. Brown	4,600 00	22 11
39192	do	N. Mex	do		
39192	do	N. Mex	do		
40137	Florence to Silver King	Ariz	J. D. Emerson	1,490 00	2 37
40151	Mineral Park to Saint	Ariz	V. H. Pease	7,980 00	25 57
	MAIL-MESSENGER SERVICE.				
60010	Brownfield to railroad	Me	F. R. Libbey	123 00	19
60020	Damariscotta to railroad	Me	E. W. Dunbar	249 00	19
62058	Pownall to railroad	Vt	N. Pratt	120 00	12
62072	Wells River to railroad	Vt	A. S. Farwell	100 00	10
64009	Diamond Hill to railroad	R. I	A. B. Gould	125 00	11
66016	Alton to railroad	N. Y	S. S. Short	99 00	08
66012	Alfred to railroad	N. Y	Jay Shaw	132 00	18
66042	Belvidere to railroad	N. Y	J. Van Kuren	70 00	
66140	Derby to railroad	N. Y	W. B. Page	100 00	16
66145	Dresden Center to railroad	N. Y	J. Bartholomew	75 00	12
66258	Irvina to railroad	N. Y	F. Landon	120 00	09
66477	Saint James to railroad	N. Y	J. H. Jewell	65 00	05
66489	Sea Cliff to railroad	N. Y	R. Hendrickson	150 00	12
66663	Orchard Park to railroad	N. Y	J. A. Terhune	98 00	17
68118	Plainsborough to railroad	N. J	W. R. Van Horn	85 00	14
68143	Suckasunny to railroad	N. J	E. H. Wortman	72 00	08
69009	Alum Rock to railroad	Pa	H. G. Boring	52 00	08
69074	Centreville to railroad	Pa	H. Carroll	120 00	20
69151	Freemansburgh to railroad	Pa	H. Van Billiard	150 00	08
69166	Greenock to railroad	Pa	A. Shields	80 00	13
69169	Gwynedd to railroad	Pa	J. Acuff	240 00	40
69535	Waterville to railroad	Pa	J. M. Wolf	97 50	15
69572	Crum Lynne to railroad	Pa	M. Gallen	100 00	10
69572	do	Pa	T. Clark	96 00	10
69611	North's Mills to railroad	Pa	J. C. North	139 00	44
72025	Linden to railroad	Md	E. Birgfield	52 00	17
73075	New Canton to railroad	Va	M. M. Davis	90 00	58
73086	Port Republic to railroad	Va	T. L. Maupen	87 00	14
73150	London Bridge to railroad	Va	C. W. Tebault	200 00	64
74056	Proctor to railroad	W. Va	J. W. Monroe	50 00	08
76038	Acton to railroad	S. C	M. Green	60 00	06
80003	Australia to railroad	Miss	W. W. Murphy	175 00	56
80025	Lake Washington to railroad	Miss	F. Whalen	180 00	57

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 12, 1885	Butte City	Failure to arrive		$1 16
Aug. 18, 27, 1885	Elkhorn	ditto		2 36
Aug. 19, 28, 1885	ditto	Failure to depart		
July 4, 1885	On the route	Failure round trip		7 40
During Sept	ditto	ditto		10 14
Aug. 8, 1885	Conrad	Wet and damaged mail	$2 00	
Sept. 19, 20, 30, 1885	Junction	Failure to make schedule time.	5 00	
Sept. 4, 1885	Rock Creek	Late arrival		
July 6, 7, 13, 14, 1885	On the route	Failure round trips		28 98
July 21, 1885	Logan	Failure to depart		
July 1, 1885	On the route	Failure round trip		3 90
Aug. 25, 1885	Florence	Wet mail	1 00	
Sept. 5, 1885	Allen	Failure to take mail, left before time.	2 00	
Sept. 30, 1885	Pagosa Springs	Failure to take mail from	5 00	
During third quarter, 1885	Bloomfield	Frequent failures to connect	15 00	
Sept. 7, 14, 28, 1885	Steamboat Springs	Failure to connect		18 10
Sept. 25, 26, 1885	On the route	Failure round trip		8 46
July 15 to Sept. 30 1885	ditto	Failure to perform service		103 46
July 7; Aug. 20, 1885	Teller	Failure to arrive		12 16
July 8; Aug. 21, 1885	ditto	Failure to depart		
...	...	Employing an unsworn carrier	2 00	
Sept. 26, 30, 1885	On the route	Failure round trip		6 52
From July 9, 1885	ditto	For not observing schedule	2 00	
July 4, 1885	ditto	Failure round trip		1 00
July 15; Sept. 21, 1885	Cherryvale	Failure to arrive		9 94
July 16; Sept. 22, 1885	ditto	Failure to depart		
Sept. 2, 1885	Silver City	ditto		
ditto	Black Hawk	Failure to arrive		3 39
July 4, 1885	ditto	Failure to depart		
Sept. 2, 5, 9, 1885	Springer	Failure to arrive		
Sept. 2, 5, 1885	Tascosa	ditto		66 33
Sept. 4, 1885	ditto	Failure to depart		
July 25, 1885	On the route	Failure to take mail from Silver King.	2 00	
Sept. 5, 1884	ditto	For not affording security to mail-pouch rifled by carrier named Frank Stewart, and $231.55 robbed from registered packages.	231 55	
July 11, 1885	ditto	Failure one connection		19
Aug. 14, 1885	ditto	Failue one trip		19
Sept. 21, 1885	ditto	Failure to connect		12
July 1, 1885	ditto	Failure one trip		10
During third quarter, 1885	ditto	ditto		11
July 27, 1885	ditto	ditto		08
July 19, 1885	ditto	ditto		18
During September, 1885	ditto	No service		5 70
Sept. 7, 22, 1885	ditto	Failure one trip		32
Aug. 8; Sept. 19, 1885	ditto	Failure to connect		24
July 4, 13, 16, 21, 24; Aug. 24, 26; Sept. 5, 1885.	...	Failure one trip each		72
Sept. 2, 1885	On the route	Failure one trip		05
Aug. 7, 1885	ditto	ditto		12
Aug. 24; Sept. 28, 1885	ditto	Failure one trip each		34
Aug. 26; Sept. 1, 1885	ditto	ditto		28
July 27, 28, 29; Aug. 3, 1885	ditto	ditto		32
During third quarter, 1885	ditto	Failure 2 trips		16
Aug. 20, 1885	ditto	Failure 1 trip		20
Sept. 26, 28, 1885	ditto	Failure one trip each		16
During third quarter, 1885	ditto	Failure one trip		13
July 22, 1885	ditto	Failure to connect		40
During third quarter, 1885	ditto	Failure one trip		15
July 31, 1885	ditto	ditto		10
Sept. 7, 10, 1885	ditto	Failure one trip each		20
July 16, 1885	ditto	Failure to connect		44
Aug. 5, 1885	ditto	Failure to perform service		17
Sept. 22, 1885	ditto	Failure to perform service		58
July 2, 6, 14, 17, 27; Aug. 3, 12, 1885.	ditto	Failure one trip each		98
Aug. 3, 1885	ditto	Failure one trip		64
July 29, 1885	ditto	ditto		08
July 28; Sept. 17, 22, 1885	ditto	Failure four trips		24
During third quarter, 1885	ditto	Failure one trip		56
Sept. 5, 24, 1885	ditto	Failure one trip each		1 14

Report of fines and deductions during the
WEEK ENDING SATURDAY,

No. of route.	Termini.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE—cont'd.				
80028	Marion Station to railroad	Miss	L. J. Barnet	$120 00	$0 18
80067	Stoneville to railroad	Miss	E. Miley	180 00	25
81026	Ashwood to railroad	Tenn	C. Williams	70 00	11
81064	Walnut Grove to railroad	Tenn	J. M. Stansell	95 00	46
81080	Hansford to railroad	Tenn	W. T. Ackers	76 00	12
82050	Rockhold to railroad	Ky	E. Azbill	84 00	13
82052	St. John's Asylum to railroad	Ky	M. Delaney	140 00	22
100078	Lawrenceburgh to railroad	Kans	T. H. Merritt	120 00	16
100087	Lowell to railroad	Kans	A. A. Rounsavel	104 00	33
77048	Walthourville to railroad	Ga	M. James	180 00	29
78002	Blackwater to railroad	Fla	C. O. Chunnas	198 00	27
78024	Orange Park to railroad	Fla	E. N. Holt	200 00	15
				120 00	09
78034	West Wynnton to railroad	Fla	O. P. Fannin	275 00	.....
	RAILROAD SERVICE.				
8067	Lewisburgh to Boalsburgh	Pa	Penn. R. R	2,659 07	4 24
8123	Pittsburgh to Youngstown	Pa	P. & L. E. R. R	9,906 09	2 87
					13 56
8124	Columbia to Port Deposit	Pa	Penn. R. R	1,727 82	2 76
10014	Bowie to Pope's Creek	Md	B. & P. R. R	2,262 79	3 61
12005	Steubenville to Wheeling	W. Va	P. C. & St. L. R. R	1,785 36	71
					2 85
15036	Dupont to Gainesville	Ga	S. F. & W. R. R	6,730 40	9 21
16001	Fernandina to Cedar Keys	Fla	F. Rwy. & Nav. Co	10,824 81	17 29
16002	Lake City to Chattahoochie	Fla	do	9,381 81	12 85
16002	do	Fla	do	.....	.....
16002	do	Fla	do	.....	.....
16002	do	Fla	do	.....	.....
16006	Jacksonville to Lake City	Fla	do	4,125 88	5 65
16006	do	Fla	do	.....	.....
16006	do	Fla	do	.....	.....
16006	do	Fla	do	.....	.....
16011	Waldo to Tavares	Fla	do	5,641 22	9 01
16011	do	Fla	do	.....	.....
16011	do	Fla	do	.....	.....
16011	do	Fla	do	.....	.....
16011	do	Fla	do	.....	.....
21002	Pittsburgh to Chicago	Ohio	Penn. R. R	170,134 51	8 79
					233 06
21006	Cleveland to Wellsville	Ohio	Penn. Co	20,957 91	11 15
					33 47
21015	Columbus to Indianapolis	Ohio	C. St. L. & P. Rwy	107,850 60	51 70
21014	Columbus to Cincinnati	Ohio	P. C. & St. L. Rwy	40,133 91	14 79
21005	Buffalo to Chicago	Ohio	L. S. & M. Sthn. Rwy	462,164 40	126 62
					633 10
22047	Attica to Covington	Ind	W. St. L. & P. Rwy	637 40	1 01
23035	Chicago to Milwaukee	Ill	C. M. & St. P. Rwy	50,547 15	18 64
					69 24

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During third quarter, 1885 ...	On the route.....	Failure twelve trips	.....	$3 24
Sept. 1, 1885	....do	Failure one trip	.....	25
During third quarter, 1885....	....do	Failure three trips.....	.....	33
.....do	....do	.....do	.....	1 38
.....do	....do	Failure twelve trips	.....	1 44
Sept. 8, 1885	....do	Failure one trip	.....	13
During third quarter, 1885....	....do	Failure two trips	.....	44
Jan. 5, 1885	....do	Failure one trip	.....	16
July 1 to Aug. 18, 1885.....	....do	Failure three trips.....	.....	99
July 7, 1885	....do	Failure one trip.....	.....	29
During third quarter, 1885....	....do	Failure two trips	.....	54
Aug. 18; Sept. 11, 1885.....	....do	Failure one trip each.....	.....	24
During third quarter, 1885....	....do	Service performed by deputy postmaster.	.....	68 75
Apr. 6, 14, 1885	Boalsburgh	Failure to depart	.....	4 24
No. 4, Aug 2, 12, 13, 16, 19, 20, 22, 24, 26, 1885.	Pittsburgh.....	Failure to connect.....	.....	12 91
Aug. 3, 4, 1885	On the route.....	Failure round trip	.....	11 04
Aug. 5, 6, 12, 1885	....do	Failure to connect	.....	5 41
No. 61, Aug. 14, 31; Sept. 1, 2, 3, 5, 8, 9, 11, 12, 14, 16, 19, 1885.	Wheeling.....	.....do	.....	4 61
Sept. 8, 23, 1885	Gainesville	.....do	.....	9 21
Sept. 31, 1885	Fernandina	Failure to arrive & depart....	.....	17 29
Sept. 29, 1885.....	Lake City	Failure to depart	.....	44 97
Sept. 30, 1885.....	....do	Failure to arrive.....		
Apr. 4, 7, 10; Sept. 29, 1885....	Chattahoochie	.....do		
Sept. 30, 1885.....	....do	Failure to depart		
Sept. 27, 29, 1885	Jacksonville.....	Failure to arrive.....	.....	19 77
Sept. 27, 28, 30, 1885.....	....do	Failure to depart		
Sept. 29, 1885.....	Lake City	Failure to arrive.....		
Sept. 30, 1885	do	Failure to depart		
Feb. 13, 14, 1885	On the route.....	Failure ½ trip.....	.....	45 05
May 15, 1885.....	Waldo	Failure to arrive.....		
June 23, 1885	....do	Failure to depart.....		
May 15; June 23, 1885.....	Travares.....	Failure to arrive		
May 16; June 24, 1885	....do	Failure to depart.....		
No. 5, June 9, 30, Aug. 25; No. 1, July 28; No. 7, July 11, 25; Aug. 6, 17, 20, 27; Sept. 4, 10, 19, 1885.	Chicago.....	Failure to connect	.....	57 13
No. 3, Aug. 17; Sept. 4, 5, 11, 16, 17, 18; No. 9, Aug. 7, 15; Sept. 7, 1885.	Cleveland.....	.....do	.....	55 75
No. 1, July 1, 4, 6, 10, 27; Aug. 3, 11, 15, 22, 23, 24; Sept. 1, 2, 3, 4, 9, 10, 11, 16, 22, 25, 27, 29, 30; No. 7, July 17, 22; Aug. 5, 11, 21, 23, 25, 26, 27; Sept. 1, 6, 8, 9, 10, 17, 19, 20, 21, 22, 24, 25; No. 10, July 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 21, 22, 23, 24, 25, 26, 27, 30, 31; Aug. 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31; Sept. 4, 7, 8, 9, 10, 12, 13, 14, 17, 18, 19, 20, 21, 22, 24, 25, 26, 28, 29, 30, 1885.	Indianapolis	Failure to connect	.....	2,946 90
No. 5, July 4; Aug 29; No. 7, July 21; Aug. 11, 25, 26, 27, 30: Sept. 1, 4, 6, 8, 9, 10, 11, 13, 16, 17, 18, 19, 20, 22, 1885.	Cincinnati	.....do	.....	162 69
No. 3, July 4; Aug. 15; Sept. 1, 3, 10, 15, 23; No. 1, Sept. 13; No. 7, July 4; Sept. 11, 1885.	Chicago	.....do	.....	633 10
June 16, 1885.....	On the route.....	Failure half trip	.....	1 01
No. 2, July 9, 27; Sept. 17; No. 4, July 14, 29, 30; Sept. 1; No. 8, Aug. 24, 1885.	Chicago	Failure to connect.....	.....	74 56

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
23054	Chicago to Lanark	Ill	C. M. & St. P. Rwy	$22,312 08	$17 82
23083	Bates to Grafton	Ill	W. St. L. & P. Rwy	3,505 86	
23085	Murphysborough to Pinckneyville	Ill	St. L. Coal Rwy	992 22	1 58
26052	Moorhead to Halstead	Minn	St. P. M. & M. Rwy	1,466 75	
27007	Creston to Hopkins	Iowa	C. B. & Q. Rwy	3,371 23	5 38
27020	Farley to Cedar Rapids	Iowa	C. M. & St. P. Rwy	3,661 43	5 84
27028	Savannah to U. P. Transfer	Iowa	do	41,127 32	65 69
27060	Centreville to Des Moines	Iowa	W. St. & P. Rwy	4,048 42	6 46
27082	Winfield to Oskaloosa	Iowa	B. Western Rwy	3,093 31 3,174 88	4 94
27082	do	Iowa	do		
27082	do	Iowa	do		
27082	do	Iowa	do		
27082	do	Iowa	do		
27082	do	Iowa	do		
33009	Junction City to Parsons	Kans	Mo. Pacific Rwy	9,826 78	13 46
33009	do	Kans	do		
33009	do	Kans	do		
35003	Breckenridge to Hope	Dak	St. P. M. & M. Rwy	5,818 79	
35006	Everset to Park River	Dak	Casselton Branch R. R	6,298 81	10 06
35013	Ripon to Portland Junction	Dak	St. P. M. & M. Rwy	2,405 02	
	STEAMBOAT SERVICE.				
90	Middle Dam to Errol	Me	C. A. J. Farrer	350 00	1 67
90	do	Me	do		
97	Vinal Haven to Rockland	Me	M. Webster	1,064 00	1 69
97	do	Me	do		
97	do	Me	do		
97	do	Me	do		
97	do	Me	do		
97	do	Me	do		
97	do	Me	do		
11093	Norfolk to Hicks' Wharf	Va	O. D. S. S. Co	1,200 00	3 84
11093	do	Va	do		
12100	Parkersburgh to Pomeroy	W. Va	G. B. McClintock	6,500 00	10 37
18099	Vicksburg to Faisonia	Miss	E. E. Carroll	2,000 00	19 23
18099	do	Miss	do		
18099	do	Miss	do		
18099	do	Miss	do		
20097	Louisville to Evansville	Ky	Wm. W. Hite	15,000 00	23 96
20097	do	Ky	do		
20097	do	Ky	do		
20097	do	Ky	do		
20097	do	Ky	do		
20099	Evansville to Paducah	Ky	W. H. Caldwell	13,000 00	20 76
20099	do	Ky	do		
	Remissions.				
	STAR SERVICE.				
19426	Wales to Barchers	Tenn	J. W. Peden	124 00	39
21460	Walhonding to Blackhawk	Ohio	W. Young	139 00	66

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 2, July 11; Aug. 2, 16; Sept. 8, 12, 16; No. 4, June 5; Aug. 18; Sept. 8, 1885.	Chicago	Failure to connect		$80 19
During third quarter, 1885	On the route	Only 3 times a week service performed.		438 23
Aug. 29, 1885	do	Failure round trip		3 16
During third quarter, 1885	do	Only 3 times a week service performed.		183 34
Aug. 24, 1885	do	Failure round trip		10 76
Aug. 18, 1885	Cedar Rapids	Failure to arrive and depart		11 68
do	Savannah	Failure to depart		32 84
Sept. 30, 1885	Des Moines	Failure to arrive		3 23
Jan. 26, 27, 28, 29; Feb. 14, 23, 25, 1885.	Winfield	do		
Feb. 21, 24, 1885	do	Failure to depart		
Feb. 9, 10, 11, 12, 13, 14, 17, 18, 19, 20, 1885.	do	Failure to arrive and depart		
Jan. 30; Feb. 21, 1885	Oskaloosa	Failure to arrive		195 13
Jan. 24, 31; Feb. 20, 25, 1885	do	Failure to depart		
Jan. 15, 16, 17, 21, 26, 27, 28; Feb. 2, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 23, 27, 28; Mar. 16, 1885.	do	Failure to arrive and depart		
July 2, 1885	On the route	Failure half trip		
July 3, 4, 1885	Between Emporia and Parsons.	Failure both ways (94.12 miles).		
July 5, 6, 7, 8, 9, 1885	Between Le Roy Junction and Parsons.	Failure both ways (59 miles)		109 32
During third quarter, 1885	Between Hope and Ripon.	Failure on 3 times a week service.		232 83
July 7, 1885	Park River	Failure to arrive		5 03
During third quarter, 1885	On the route	Only 3 times a week service performed.		300 62
July 15, 16, 17, 18, 1885	Middle Dam	Failure to arrive and depart		
July 15, 1885	Errol	do		8 35
July 17; Aug. 19, 26; Sept. 16, 1885.	Vinal Haven	Failure to arrive first trip		
Sept. 23, 1885	do	Failure to arrive second trip		
Aug. 19, 26; Sept. 16, 1885	do	Failure to depart second trip		
July 24; Sept. 24.	do	Failure to depart first trip		14 37
July 17; Aug. 19, 26, 1885	Rockland	Failure to arrive second trip		
do	do	Failure to depart first trip		
Sept. 16, 1885	do	do		
Sept. 22, 1885	Norfolk	Failure to arrive		
do	Hick's Wharf	Failure to arrive and depart		5 76
July 9, 10; Sept. 17, 18, 1885	On the route	Failure total		41 48
Week ended July 25; Aug. 8, 22; Sept. 5, 19, 1885.	Vicksburg	Failure to depart		
Weeks ended Aug. 1, 15, 29; Sept. 12, 26, 1885.	do	Failure to arrive		
Weeks ended Aug. 1, 8, 29; Sept. 12, 1885.	Faisonia	Failure to arrive and depart	$10 00	173 07
July 3, 10, 17, 24, 1885	do	Steamer departed before schedule time without the mail.		
July 26, 1885	Louisville	Failure to arrive		
July 24, 1885	do	Failure to depart		
Sept. 15, 27, 20, 1885	do	Failure to connect		107 82
July 24, 1885	Evansville	Failure to arrive and depart		
Aug. 11, 21, 1885	do	Failure to connect		
July 17, 18, 26, 1885	do	do		51 00
Aug. 9, 16, 1885	Paducah	do		

Remit $14 34 of the deduction noted in report for week ended July 18, 1885, it having been shown by the records of this office that the distance failed in not supplying Bodenhan was 3 miles and back instead of 4 miles and back, in the period stated in the deduction made.

Remit 1 98, the deduction noted in report for week ended August 1, 1885, it having been shown by the certificate of postmasters at Walhonding and Black Creek that the trip for which failure was charged was fully performed April 4 (next day).

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE.				
31019	Indianola to Cuero	Tex	G. W. T. & P. Rwy	$2,853 13	$3 90

WEEK ENDING SATURDAY,

	STAR SERVICE.				
223	Kennebunkport to Kennebunk Depot.	Me	B. W. Beedy	$446 00	
1184	Deerfield to Candia	N. H	J. F. Clark	249 00	$0 39
1232	East Madison to Madison to Silver Lake.	N. H	W. L. Argue	217 00	
2112	Dummerston to R. R. station	N. H	Knowlton & Jackson	157 00	25
2168	Chelsea to East Thetford	Vt	J. R. Tupper	579 00	1 85
2168	do	Vt	do		
6201	New York to Mariner's Harbor	N. Y	H. Gill	1,990 00	75
6202	Brooklyn to New Utrecht	N. Y	W. A. Stoddard	770 00	58
6336	Watertown to Gardner's Corners	N. Y	W. H Smith	699 00	1 11
6355	Rome to Lowell	N. Y	C. C. Morse	198 00	31
6376	Saint Johnsville to Middle Sprite	N. Y	G. N. Brown	150 00	48
6561	Napanock to Denning	N. Y	W. F. Costello	525 73	61
6570	Grahamville to South Fallsburgh	N. Y	H. Smith	238 00	38
6592	Summit Station to Cuyler	N. Y	L. D. Kindge	323 00	51
6659	Brooklyn to Canarsie	N. Y	F. J. Smith	387 00	18 25
6722	Buffalo to International	N. Y	C. C. Morse	167 00	80
6722	do	N. Y	do		
6746	Bowmansville to Harris Hill	N. Y	do	134 00	21
6751	Tomhannock to Valley Falls	N. Y	J. B. Colegrove	138 36	
6795	Mayville to Steadman	N. Y	C. C. Morse	246 00	28 22
6812	Annandale to Barrytown	N. Y	do	138 00	22
6863	Garrattsville to Mount Vision	N. Y	W. A. Stoddard	210 00	67
6895	South Colton to Moody	N. Y	H. B. Marden	875 00	2 80
6949	Saint John's to Thiells	N. Y	W. A. Stoddard	120 00	38
6952	Scotchtown to Middletown	N. Y	W. H. Smith	117 00	37
6952	do	N. Y	do		
6952	do	N. Y	do		
6952	do	N. Y	do		
6997	New York to R. R. depots and stations A. R. C., &c.	N. Y	W. H. Wolverton	165,000 00	
6999	Brooklyn to depots and steamboat landings.	N. Y	do	16,800 00	

fiscal year ending June 30, 1886—Continued.

OCTOBER 17, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $3 90, the deduction noted in report for week ended August 1, 1885, it having been shown by statement of M. D. Monserratt, president and superintendent of the G. W. Tex. & Pacific Rwy. Co. that the company had discontined Sunday trains, and May 31, 1885, the date for which the price of a half was charged being Sunday, and six times a week being with due frequency.				

OCTOBER 24, 1885, INCLUSIVE.

During third quarter, 1885....	Kennebunk depot	Failure to take mail to.....	$5 00	.....
.....do	Deerfield	Habitual failures to arrive on time.	3 00	.....
.....	Silver Lake.....	Failure to stop at the post-office for the purpose of taking and delivering mails.	5 00	.....
.....	.....	For violation of sections 407 and 628 postal laws and regulations 1879. Placing letters under strap of pouch on way to the railroad station. Failing to deliver letters received on way from railroad station, at next post-office, Dummerston.	3 00	.....
Aug. 13, 1885	Chelsea.....	Failure to arrive.....	.....	$1 85
Aug. 14, 1885	....do	Failure to depart	.....	
July 4; Aug. 8, 1885.....	On the route.....	Failure 6 trips	.....	9 06
.....do	....do	Failure to perform more than 1 trip each.	.....	2 32
Aug. 2, 11, 18, 1885.....	Gardner's Corners	Failure to arrive and depart ..	.....	3 33
Sept. 4, 1885	Lowell.....	Wet mail	1 00	.....
During third quarter, 1885 ...	Middle Sprite.....	Failure to arrive on schedule time 39 times.	3 90	.....
Aug. 4, 1885	On the route.....	Failure to perform trip on 6 times a week service.	.....	1 22
Aug. 18; Sept. 30, 1885.....	Grahamville	Failure to arrive on schedule time 38 times.	3 80	.....
July 4, 28; Aug. 8, 22, 27; Sept. 4, 9, 25, 29, 1885.	.....	Failure to arrive and depart ..	.....	4 59
July 1 to 16, 1885, inclusive ..	Between Flatbush and Canarsie.	Failure on 5 miles 6 times-a-week service.	.....	7 14
July 11, 28, 1885	Buffalo	Failure to arrive.....	.....	1 20
July 11, 1885	International	Failure to depart		
During quarter, 1885	Harris Hill.....	Failure to deliver the mail on each trip, having omitted 1 mile travel each way every trip.	.....	13 40
July 1 to Sept. 14, 1885.....	Valley Falls	Failure to supply	.....	2 19
July 1 to Aug. 31, 1885	Between Mayville and Chautauqua.	Failure to perform service 4 miles on 6 times a week service.	.....	30 14
During July, 1885.....	Barrytown	Failure to wait for mail train going south, 25 times, as required by schedule.	.....	2 75
July 15, 1885	On the route.....	Failure to perform service	.....	1 34
Sept. 14, 1885	....do	.....do	.....	5 60
July 4; Aug. 8, 1885	....do	.....do	.....	1 52
July 4; Aug. 11, 12, 25, 1885 .	Scotchtown.....	Failure to arrive and depart ..		
Aug. 6, 1885.....	....do	Failure to arrive.....		
July 4; Aug. 13, 25, 1885	Middletown	Failure to arrive and depart ..	.....	2 96
Aug. 6, 1885.....	....do	Failure to depart.....		
During quarter, 1885.....	On the route.....	For various failures and delays.	412 90	.....
Aug. 19, 1885	....do	Failure to call for his mail in time to connect with annex boat at 11 p. m., thus detaining mails for Washington, Philadelphia, and Baltimore.	10 00	.....

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
7525	Union Church to Jerusalem	N. Y.	W. H. Smith	$140 00	$0 22
7502	Troy to Sand Lake	N. Y.	W. A. Stoddard	539 00	.....
7160	Raritan to Centreville	N. J	B. W. Beedy	354 00	56
7168	White House to Flemington	N. J	do	436 00	69
7172	Layton to Flatbrookville	N. J	P. J. Garris	147 00	47
7188	Hoboken to Guttenburgh	N. J	B. W. Beedy	383 00	30
7218	Barnegat to Barnegat City	N. J	B. W. Beedy	464 00	74
13374	Durham to South Lowell	N. C	A. Easley	488 88	1 56
13374	do	N. C	do	.....	.....
13594	Oxford to Durham	N. C	H. W. Winslow	744 71	1 18
13594	do	N. C	do	.....	.....
13594	do	N. C	do	.....	.....
13594	do	N. C	do	.....	.....
15193	Dallas to Dallas	Ga	A. Easley	122 98	59
18192	Sheppardtown to Belzona	Miss	J. J. Campbell	630 00	2 01
18192	do	Miss	do	.....	.....
19207	Maynardville to Jacksborough	Tenn	F. L. Witt	294 00	1 41
19278	Clinton to Wartburgh	Tenn	W. F. Costellow	500 00	1 60
19278	do	Tenn	do	.....	.....
19278	do	Tenn	do	.....	.....
19278	do	Tenn	do	.....	.....
20110	Corinth to Cordova	Ky	A. Easley	92 98	29
20113	Carlisle to Oakwood, via Blue Lick Springs.	Ky	M. Grimes	250 00	1 09
20113	do	Ky	do	.....	.....
20113	do	Ky	do	.....	.....
20113	do	Ky	do	.....	.....
20120	Falmouth to Milford	Ky	W. H. Smith	226 87	72
20164	Hazle Green to Salyersville	Ky	J. A. Craft	320 00	1 02
20169	Pikeville to Logan	Ky	do	530 00	2 54
20174	Harlan to Whitesburgh	Ky	do	889 00	1 42
20182	Muldraugh to Hardinsburgh	Ky	J. A. Nichols	1,043 84	1 66
20205	East Bernstadt to Booneville	Ky	D. Campbell	885 18	1 41
20232	Monticello to Parmleysville	Ky	J. A. Craft	148 00	71
20245	Columbia to Jamestown	Ky	C. B. Taylor	315 00	50
20265	Falls of Rough to Rosin	Ky	J. A. Craft	293 00	1 40
20265	do	Ky	do	.....	.....
20279	Bowling Green to Morgantown	Ky	J. A. Nichols	790 00	1 26
20290	Hopkinsville to New Providence, via Ringgold.	Ky	W. F. Costellow	539 19	1 21
20290	do	Ky	do	.....	.....
20291	Hopkinsville to Hopkinsville, via Bennettstown.	Ky	do	777 00	1 24
20291	do	Ky	do	.....	.....
20347	Pineville to Tazewell	Ky	B. F. Moss	349 00	1 11
20413	Robinson Creek to Pine Top	Ky	J. A. Craft	260 00	1 25
20415	Harlan to Hazard	Ky	William O. Davis	339 00	1 62
20415	do	Ky	do	.....	.....
20415	do	Ky	do	.....	.....
20439	Hedges to Stanton	Ky	J. A. Craft	446 00	71
20447	West Liberty to Salyersville	Ky	A. Easley	244 98	1 17
20485	Pleasant View to Wild Cat	Ky	C. Lovitt	125 00	40
20491	West Liberty to Morehead	Ky	J. A. Craft	824 00	1 31

fiscal year ending June 30, 1886—Continued

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During August and September, 1885.	Jerusalem	Failure to connect	$3 00	
Sept. 6 to 30, 1885	On the route	Failure to perform the 6 additional weekly trips on 11¾ miles.		$24 63
Aug. 4, 1885	do	Failure to perform service		1 12
Aug. 8, 1885	do	do		1 38
Aug. 4, 1885	do	do		1 00
July 4; Aug. 8, 1885	do	Failure to perform more than 1 round trip each.		1 22
Sept. 23, 1885	do	Failure to perform service		1 48
July 28, 30; Aug. 1, 1885	Flat River	Failure on 16 miles and back		6 91
	do	Failure on 14 miles and back		
Aug. 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19; Sept. 22, 1885	Durham	Failure to arrive and depart		34 22
Aug. 6, 7, 1885	Oxford	do		
Sept. 22, 1885	do	Failure to arrive		
Sept. 23, 1885	do	Failure to depart		
Sept. —, 1885	Etta	Failure and refusal to visit on 3 mail days.	1 50	
Sept. 14, 1885	Belzona	Failure to arrive		2 01
Sept. 15, 1885	do	Failure to depart		
July 2, 1885	On the route	Failure on 18 miles and back		1 64
July 1, 3, 6, 8, 10, 13, 15, 17, 1885.	Clinton	Failure to depart		
July 2, 4, 7, 9, 11, 14, 16, 18, 1885.	do	Failure to arrive		
July 1, 3, 6, 8, 10, 13, 15, 17, 1885.	Wartburgh	do		51 20
July 2, 4, 7, 9, 11, 14, 16, 18, 1885.	do	Failure to depart		
Aug. 27; Sept. 12, 1885	do	Failure total		3 48
Aug. 4, 5, 24, 25, 1885	Between Carlisle and Blue Lick Springs.	Failure round trips		
Sept. 3, 4, 1885	On the route	Failure round trip		9 24
Sept. 5, 1885	do	Failure half trip		
Sept. 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 30, 1885.	do	Failure round trips		
Aug. 7, 1885	do	Failure total		1 42
Sept. 4, 21, 1885	On the route	do		6 12
Aug. 14, 1885	Logan Court-House.	Failure to arrive and depart		5 08
Aug. 10, 13, 1885	do	Wet mail	2 00	
Sept. 29, 1885	do	Mail-pouch wet and contents slightly damaged.	1 00	
		Complaint that mail-carrier is habitually behind time, and allows mail to be damaged frequently by getting wet.	2 00	
Aug. 8, 1885	do	Failure total		1 42
July 4, 1885	Columbia	14½ hours late in arriving	1 00	
July 3; Sept. 8, 1885	On the route	Failure total		
Sept. 18, 1885	Between Shreve and Rosin.	Failure on 13 miles		7 51
July 4, 1885	Morgantown	Failure to arrive and depart		1 26
July 7; Aug. 6, 1885	Between New Providence and Ringgold.	Failure total	2 70	1 68
July 6 to 16, 1885	Oak Grove	Failure to supply 6 time 1 way.		
July 11, 27, 29, 31, 1885	Hopkinsville	Failure to arrive		7 75
July 22, 31; Sept. 29, 1885	Bennettstown	Failure to arrive and depart		
Aug. 24; Sept. 4, 1885	On the route	Failure total		4 44
July 1, 3, 4, 1885	do	Failure half trips		3 75
Aug. 1, 1885	Harlan	Failure to arrive		
Aug. 3, 1885	do	Failure to depart		9 72
July 28; Aug. 4, 25, 1885	Hazard	Failure to arrive and depart		
July 14, 1885	On the route	Failure total		1 42
Sept. 5, 15, 22, 1885	Salyersville	Failure to arrive and depart		5 26
Sept. 24, 1885	Wild Cat	Failure to connect and being generally behind time in arrival at, during that month.	1 00	
Aug. 21, 22, 1885	On the route	Failure round trip		2 62

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
20495	Pellville to Hawesville	Ky	F. M. Head	$175 00	$0 56
20505	Venter's to Sand Lick	Ky	J. A. Craft	118 54	1 13
20545	Louisville to depots and landings	Ky	J. T. Barrett	5,890 00	.....
20601	Keysburgh to Dot	Ky	H. V. Childress	57 00	27
20620	Level Green to Eubank	Ky	M. T. Craft	69 00	66
21151	Cincinnati to Miami	Ohio	J. G. Ennis	265 00	42
21258	Metamora to Swanton	Ohio	J. R. Tupper	482 00	76
21278	Hamersville to Georgetown	Ohio	J. M. Crane	315 00	25
21329	Dealton to Springfield	Ohio	J. R. Tupper	396 00	63
21339	Centre Village to Westerville	Ohio	....do	339 00	54
21371	Norwalk to Steuben	Ohio	....do	391 00	62
21476	Galion to Shauck's	Ohio	....do	398 00	63
21492	Millersburgh to Mount Hope	Ohio	C. W. Underwood	345 00	54
21494	Wail to Beach City	Ohio	J. R. Tupper	363 75	58
21516	McConnellsville to Trimble	Ohio	J. L. McGee	600 00	1 92
21549	Cambridge to Cambridge	Ohio	J. R. Tupper	194 00	62
21566	Cadiz to Cambridge	Ohio	J. Patterson	1,192 00	1 90
21602	New Springfield to Columbiana	Ohio	S. F. Hadley	235 00	39
21609	Massillon to Koch's	Ohio	J. R. Tupper	524 00	83
21729	Warner to Lewisville	Ohio	C. C. Morse	829 00	1 32
21752	Marietta to Flint's Mills	Ohio	W. L. Argue	1,140 00	1 82
21754	Caldwell to McConnellsville	Ohio	J. G. Smith	660 00	2 11
22178	Otisco to Bethlehem	Ind	V. Boreing	298 00	95
22192	Blue River to Memphis	Ind	M. Terrell	195 00	62
22247	Liberty to Brookville	Ind	J. Butler	600 00	95
22267	Greencastle to Greencastle	Ind	V. Boreing	533 00	83
22295	Richmond to Fair Haven	Ind	William McCafferty	400 00	63
22323	Indianapolis to Indianapolis	Ind	I. L. Bloomer	681 81	1 08
22332	Bowling Green to Spencer	Ind	W. H. Smith	467 00	1 49
22502	New Augusta to Corydon	Ind	H. V. Childress	139 99	67
23480	Gladstone to Gladstone	Ill	W. B. Catching	325 00	51
24213	Hastings to Lowell to Hastings	Mich	E. R. Rogers	1,394 78	2 22
24318	Sickles to Ithaca	Mich	R. E. Haight	225 00	72
24342	Pentwater to Lincoln	Mich	J. B. Colegrove	638 00	1 01
24342	....do	Mich	....do	.....	.....
24370	Evart to Milburn	Mich	W. H. Smith	199 00	1 91
24377	Manistee to Bear Lake to Manistee	Mich	E. F. Warren	897 00	1 43
24377	....do	Mich	....do	.....	.....
24398	Frankfort to Pierpont	Mich	J. B. Colegrove	870 00	1 38
24403	Spencer Creek to Kalkaska	Mich	W. H. Smith	349 00	1 67
24412	Rogers City to Indian River	Mich	....do	1,139 04	3 64
24487	Brampton to Manistigue	Mich	....do	3,390 00	5 41
24497	Saint Marie to Saint Ignace	Mich	F. J. Smith	4,370 00	6 97
24513	Thompson to Reedsborough	Mich	G. English	2,190 00	3 50
24518	Glen Arbor to Leland	Mich	W. H. Smith	348 89	1 67
24543	South Manitou to Glen Harbor	Mich	....do	216 00	1 03
24548	Alpena to Presque Isle	Mich	D. W. Campbell	200 35	1 78
24548	Presque Isle to Rogers City	Mich	....do	338 35	1 92
25126	Darlington to Monroe	Wis	R. Ritter	533 00	1 70
25133	Plattville to East Dubuque	Wis	.....	923 00	1 47
25133	....do	Wis	....do	.....	.....
25157	Verona to Stewart	Wis	W. L. Argue	513 06	.....
25234	Wheatville to Roscobel	Wis	J. Welsh	168 94	80

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 1, 1885	On the route	Failure total		$1 12
July 11, 17; Aug. 8, 14, 15, 21, 1885.	do	Failure half trips		6 78
Aug. 10, 1885		Failed to call for mail for Cincinnati and Saint Louis R. P. O. for train leaving at 1.40 a. m.	$1 00	
During Aug. and Sept., 1885.	On the route	Late 15 times ¼ to 2¼ hours in arrival.	1 50	
July 3, 1885	do	Failure total		1 32
do	Miami	Habitual late arrivals	10 00	
July 4 1885	On the route	Failure to perform service		1 52
April 1 to 19, 1885	do	Failure on 6 t. a. w. service		8 13
Aug. 8, 1885	do	Failure round trip		1 26
Sept. 17, 18, 19, 21, 22, 23, 1885.	do	Only two-thirds of round trip performed		2 16
July 4; Aug. 8, 1885	do	Failure round trips		2 48
April 14, 1885	do	Failure round trip		1 89
July 4, 1885	do	do		1 08
July 4, 1885	do	do		1 16
Aug. 3, 4, 1885	do	Failure on 23 miles both ways.		2 94
Aug. 25, 1885	Cambridge	Wet mail	1 00	
Aug. 13, 1885	do	Wet mail	3 00	
July 4; Aug. 8, 1885	On the route	Failure round trip		1 48
July 4, 1885	do	do		1 66
Sept. 9, 1885	Warner	Failure to arrive and depart		1 32
Sept. 5, 9, 1885	Flint's Mills	Failure to arrive		1 82
Aug. 3, 4, 1885	On the route	Failure on 22 miles		3 04
July 4, 1885	do	Failure total		1 90
July 4, 1885	do	do		1 24
Sept. 9, 1885	do	do		1 90
Aug. 1, 1885	do	do		1 66
Sept. 5, 1885	do	Lost mail-pouch and went over route without it, taking only the mail from the intermediate offices and carrying that in his pocket.	2 50	
Aug. 24, 25, 1885	do	Failure round trip		2 16
July 4, 1885	do	Failure total		2 98
Sept. 29, 1885	do	Failure on 12 miles		1 07
July 4, 1885	do	Failure round trip		1 02
July 11, 16, 25; Sept. 8, 19, 26, 1885.	Lowell	Failure to connect		6 66
July 1 to Aug. 23, 1885	Between North Star and Ithaca.	Failure to perform service		11 99
July 4, 20; Aug. 3, 8; Sept. 12, 1885.	Pentwater	Failure to arrive		3 53
Sept. 22, 1885	do	Failure to arrive and depart	1 00	
July 4, 1885	On the route	Trip not performed until July 6.		
Sept. 15, 1885	Manistee	Failure to arrive		2 14
do	Bear Lake	Failure to depart		
April 7, 1885	On the route	Failure round trip		2 76
July 31; Aug. 4, 7, 1885	Mossbank	Failure to supply both ways	2 00	2 49
July 7, 1885	Indian River	Wet mail		
July 1, 2, 1885	Brampton	Failure to arrive and depart	20 00	10 82
Aug. 4, 1885	Saint Ignace	Wet and damaged mail		
		Service discontinued July 10; value of service for period, $59.51; only one trip performed, deduction made for the difference.		52 51
July 3, 6, Aug. 14, 18, 1885	On the route	Failure round trip		6 68
July 1 to Aug. 1, 1885	do	Failure to perform service		18 78
July 4, 1885	do	Failure round trip on 6 t.a.w. service.		3 84
do	do	do		
July 22, 29, 1885	do	Failure half trip		3 40
July 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 18, 22, 23, 24, 25, 1885.	Between Plattville and Jamestown.	Failure on 12½ miles		
July 4, Sept. 9, 29, 1885	Between Jamestown and East Dubuque.	Failure on 4 miles of trip		24 44
do	Mount Vernon	For failure to deliver the mail-pouch into the post-office, and for frequently throwing mail-pouch on the ground.	4 00	
Sept. 8, 1885	Wheatville	Wet and damaged mail	3 00	

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
25412	Edson to High Banks	Wis	E. F. Warren	$73 00	$70
25412	do	Wis	do		
25439	Odannah to Ashford	Wis	J. B. Colgrove	248 00	1 19
25446	Benton to Shullsburg	Wis	B. W. Nichols	333 00	53
25507	Mondovi to Caryville	Wis	Farrington, Hubbard & Miller.	546 00	87
25514	Willow Creek to Poy Sippi	Wis	E. F. Warren	73 00	70
25519	Keeler to Jamestown	Wis	W. L. Argue	180 00	28
26401	Strand to Twine Valley to Ada	Minn	B. W. Beedy	381 86	1 00 1 33
26409	Blaine to Garden City	Minn	J. B. Colegrove	118 00	56
26418	Osage to Detroit City	Minn	A. N. Sanborn	681 00	3 27
26427	Leedston to Torah	Minn	Z. T. Carpenter	183 00	87
26427	do	Minn	do		
27228	Mount Ayr to Eugene	Iowa	R. Ritter	309 00	81
27230	Redding to Bedford	Iowa	J. A. Craft	374 00	1 19
27234	Bedford to Holt	Iowa	do	394 00	62
27234	do	Iowa	do		
27235	Hopkins to Shambaugh	Iowa	R. Ritter	597 00	95
27248	Quincy to Reno	Iowa	E. M. Hardin	260 00	83
27248	Carbon to Reno	Iowa	do	229 41	73
27249	Hopeville to Grand River	Iowa	J. A. Craft	333 00	53
27249	do	Iowa	do		
27252	Swan Lake to Fairmont	Iowa	W. I. Snow	384 00	1 84
27252	do	Iowa	do		
27252	do	Iowa	do		
27252	do	Iowa	do		
27253	Osceola to Winterset	Iowa	J. A. Craft	322 00	1 54
27261	Ottumwa to Hummaconna	Iowa	do	323 05	1 03
27261	do	Iowa	do		
27272	Burlington to Denmark	Iowa	R. T. Scott	440 00	70
27278	Columbus Junction to White Ash	Iowa	J. A. Craft	178 00	85
27297	Oskaloosa to Eveland	Iowa	W. F. Hansberger	270 00	86
27298	Oskaloosa to White	Iowa	do	159 00	50
27312	Sandyville to Ackworth	Iowa	E. M. Hardin	156 25	24
27312	do	Iowa	do		
27322	Winterset to Murray	Iowa	J. A. Craft	349 00	1 67
27323	Adair to Exira	Iowa	do	193 00	92
27331	Reno to Griswold	Iowa	E. M. Hardin	518 00	18
27337	Whipple to Griswold	Iowa	B. W. Beedy	108 00	51
27355	Dallas Centre to Fairland	Iowa	J. A. Craft	98 00	
27382	South English to Creswell	Iowa	J. P. O'Brien	61 67	19
27382	do	Iowa	do		
27388	West Liberty to Tipton	Iowa	J. D. Frier	489 00	78
27388	do	Iowa	do		
27388	do	Iowa	do		
27416	Onslow to Clay Mills	Iowa	B. W. Beedy	149 00	71
27421	Marion to Manchester	Iowa	J. A. Craft	729 00	2 33
27441	Denison to Charter Oak	Iowa	E. M. Hardin	240 00	76
27442	Denison to Odebolt	Iowa	Z. T. Carpenter	470 00	1 50
27442	do	Iowa	do		
27479	Independence to Buffalo Grove to Brush Creek.	Iowa	W. H. Smith	453 52	1 29
27481	Winthrop to Rawley	Iowa	J. D. Frier	319 00	50
27525	Dakotah to Manson	Iowa	B. W. Nichols	422 00	1 35

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 1 to June 13, 1885	On the route	Failure to perform service on 5 miles.	.....	$14 02
July 1 to Aug. 15, 1885	....do	Failure to perform service	.....	
July 20, 1885	Odannah	Wet mail	$2 00	.....
Aug. 1, 1884, to Sept. 30, 1885	....do	For substituting an inferior grade of service for the supply of intermediate offices; omitting service on 3 miles of route.	.....	79 52
July 29, 1885	On the route	Failure to perform service	.....	1 74
July 30; Aug. 6, 13; Sept. 3, 10, 17, 24, 1885.	....do	Failure to perform service; for employment of carrier under the age required by regulations of Department.	5 00	9 80
.....	.....	Failure to comply with schedule.	1 00	.....
Aug. 18, 25; Sept. 1, 8, 1885	Between Twine Valley and Ada.	Failure total	.....	10 64
July 4, 18, 21, 28, 1885	Garden City	Failure to arrive in time to connect with mail-train.	1 00	.....
During Aug., 1885	Detroit City	Failure to arrive once	.....	1 63
July 4, 7, 11, 14, 18, 21, 25, 28, 1885.	Farming	Failure to supply one way	3 16	.....
During Aug., 1885	On the route	Failure to comply with schedule.		
Sept. 11, 1885	....do	Failure on 14 miles both ways	.....	1 43
Aug. 25, 1885	Redding	Failure to arrive and depart	.....	1 19
Aug. 24, 1885	Holt	.....do	5 00	93
June, July, Aug., and Sept., 1885.	On the route	Employed carrier under age		
Aug. 26, 27, 28, 29, 1885	....do	Failure on 4 miles and back	.....	1 61
July 25, 1885	....do	Failure on 2 miles both ways	.....	3 11
Aug. 25, 27, 1885	....do	Failure total		
Aug. 24, 25, 1885	....do	.....do		
Aug. 26, 27; Sept. 8, 9, 10, 11, 12, 1885.	....do	Failure on 5 miles	.....	5 49
July 21, 31, 1885	Swan Lake	Failure to arrive		
July 24, 1885	....do	Failure to depart	.....	4 60
July 20, 1885	Fairmont	Failure to arrive		
July 21, 1885	....do	Failure to depart		
Aug. 26, 1885	Osceola	Failure on 13 miles	.....	1 29
July 8, 1885	Ottumwa	Failure to arrive and depart	2 57	1 03
July 17, 20, 22, 24; Aug. 3, 1885.	Amador	Failure to supply		
July 4, 1885	On the route	Failure total	.....	1 40
Sept. 12, 1885	Columbus Junction.	Wet mail and in bad condition	1 00	.....
Aug. 20 to 29; Sept. 1 to 5; Sept. 10 to 22, 1885.	Eveland	Failure to arrive on schedule time.	1 00	.....
July 9, 1885	On the route	Failure total	.....	1 00
July 4, 1885	....do	.....do	.....	1 00
Aug. 25, 26, 1885	....do	Failure on 2½ miles both ways		
Aug. 24; Sept. 11, 1885	....do	Failure on 11½ miles	.....	3 00
Sept. 11, 1885	Adair	Failure to arrive and depart	.....	1 00
July 4, 1885	On the route	Failure total	.....	1 76
July 4, 1885	....do	.....do	.....	1 02
Sept. 1 to 12, 1885	...do	Failure to perform service	.....	3 19
July 4; Aug. 11, 1885	....do	Failure total	1 00	76
July 1 to Aug. 8, 1885	....do	Carrier under age		
Aug. 24, 1885	West Liberty	Failure to arrive and depart	.....	2 73
Aug. 22, 24, 1885	Tipton	Failure to arrive		
Aug. 21, 22, 24, 1885	....do	Failure to depart		
Aug. 4, 1885	City Mills	Failure to arrive and depart	.....	1 06
July 28, 30, 1885	Waubeek	Failure to supply	1 32	.....
July 4, 1885	On the route	Failure total	.....	1 52
June 12, 1885	Denison	Failure to arrive and depart	.....	3 00
Sept. 9, 1885	Odebolt	.....do		
Aug. 24, 1885	Between Independence and Buffalo Grove.	Failure total	.....	2 58
.....	Rawley	Failure to observe schedule and to connect with depending mails on certain dates.	3 00	.....
Sept. 8, 1885	Between Jackson Centre and Dakotah.	Failure on 17 miles both ways	.....	1 63

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	States.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
27529	Fonda to Rolfe	Iowa	J. D. Frier	$869 00	$1 38
27529	do	Iowa	do		
27531	Alta to West Scott	Iowa	J. A. Craft	98 00	47
27536	Cherokee to Spencer	Iowa	A. A. Call	931 95	2 98
27551	Spencer to Jackson	Iowa	do	1,444 22	2 29
27551	do	Iowa	do		
27553	Spencer to Sioux Rapids	Iowa	J. D. Frier	639 00	92 28
27559	Garner to Forest City	Iowa	do	539 00	86
27560	Aldrich to Bruce	Iowa	A. A. Call	73 00	35
27560	do	Iowa	do		
27614	Mount Etna to Carl	Iowa	J. A. Craft	109 00	34
27614	do	Iowa	do		
27625	Clarinda to Corning	Iowa	S. A. Pond	659 27	2 11
27625	do	Iowa	do		
27625	do	Iowa	do		
27625	do	Iowa	do		
27632	Mount Ayr to Ringgold	Iowa	J. A. Craft	233 00	74
27633	Bancroft to Fairmont	Iowa	J. L. Straballa	547 00	1 75
27633	do	Iowa	do		
27661	Mortimer to Eugene	Iowa	W. L. Harvey	95 00	45
27671	Living Spring to Silver Spring	Iowa	M. T. Craft	94 00	45
27680	Waltham to Elberon	Iowa	do	99 00	31
27680	do	Iowa	do		
28124	Palmyra to Philadelphia	Mo	W. B. Catching	462 29	
28137	Green Castle to Lindersville	Mo	R. Ritter	405 29	43
28139	Milan to Winigan	Mo	J. D. Frier	280 50	89
28148	Clifton Hill to Clifton Hill	Mo	H. C. Slavens	446 29	71
28117	Kansas to City to Edgerton	Mo	W. H. Smith	539 41	1 72
28200	Concord to Aux Vasse	Mo	R. Ritter	129 00	20
28231	Longwood to Marshall	Mo	J. A. Craft	223 00	71
28232	Lima to Carrollton	Mo	J. D. Smith	602 42	35
28232	do	Mo	do		
28232	Lima to Bogard	Mo	do		
28244	Thomas to Edinburgh	Mo	J. A. Craft	214 00	1 32
28255	Eagleville to Grant City	Mo	E. M. Hardin	470 00	1 50
28271	Maysville to Saint Joseph	Mo	F. J. Smith	649 00	2 08
28281	Gill to Rockport	Mo	P. R. Schnebly	175 95	84
38286	Oregon to Forest City	Mo	S. Stuckey	198 57	07
28288	Carpenter's Store to Plattsburgh	Mo	J. D. Smith	148 00	71
28294	Sisk to Crab Orchard	Mo	G. W. Odell	125 00	60
28315	Columbus to Warrensburgh	Mo	J. D. Smith	430 00	68
28315	do	Mo	do		
28318	Pleasant Hill to Pink Hill	Mo	J. D. Frier	850 00	1 35
28327	Archie to Burdette	Mo	E. M. Hardin	380 00	60
28328	Archie to Dayton	Mo	J. A. Craft	311 00	49
28328	do	Mo	do		
28329	Dayton to Clinton	Mo	do	338 00	1 62
28330	Holden to Garden City	Mo	E. M Hardin	300 00	96
28330	do	Mo	do		
28333	Green Ridge to Warrensburgh	Mo	J. D. Smith	395 00	1 89
28333	do	Mo	do		
28333	do	Mo	do		
28335	Clinton to Adrian	Mo	J. A. Craft	793 94	1 84
28335	do	Mo	do		
28335	do	Mo	do		
28338	Butler to La Cygne	Mo	do	849 00	1 35
28342	Rockville to Papinsville	Mo	G. W. Roberts	240 00	38
28345	Mounds to Liberal	Mo	R. Ritter	383 00	1 22
28348	Lamar to Nashville	Mo	do	248 00	79
28349	Georgia City to Opolis	Mo	do	147 00	47
28354	Thurman to Joplin	Mo	V. Boreing	69 00	33
28357	Sarcoxie to Lockwood	Mo	J. A Craft	376 00	1 20

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 4, 1885	Fonda	Failure on 18 miles both ways	$2 00	$1 71
Sept. 21, 22, 1885	Pocahontas	Failure to observe schedule		
Sept. 10, 1885	On the route	Failure total		1 41
July 4, 1885	do	Failure on 16½ miles one way		1 63
July 9, 10, 1885	Spencer	Failure to arrive		5 72
July 8, 9, 10, 1885	do	Failure to depart		
July 4, 1885	Sioux Rapids	Failure to arrive and depart		1 00
Sept. 8, 1885	On the route	Failure total		1 72
July 21, 24, 31, 1885	Aldrich	Failure to arrive and depart		2 62
July 21, 24, 1885	Bruce	do		
Aug. 25, 1885	Mount Etna	do		1 02
Aug. 25, 27, 1885	Carl	do		
Aug. 27; Sept. 12, 1885	Clarinda	Failure to arrive		8 44
Aug. 26; Sept. 11, 1885	do	Failure to depart		
do	Corning	Failure to arrive		
Aug. 27; Sept. 12, 1885	do	Failure to depart		
Sept. 12, 1885	On the route	Failure on 9.4 miles both ways		1 00
Week ending Sept. 12, 1885	do	Failure round trip	5 00	3 50
July 1 to Sept. 26, 1885	do	Failure to observe schedule		
Aug. 8, 1885	do	Failure total		1 00
July 3, 1885	do	do		1 00
July 4, 11, 1885	do	do		
July 2, 7, 9, 14, 16, 18, 21; Aug. 22, 25, 1885.	do	Unsworn carrier	2 50	1 86
do		Failure to comply with schedule.	2 00	
do	Sticklerville	For refusal to comply with schedule and for permitting mail to become wet.	10 00	
July 4, 1885	do	Failure to perform service		1 78
July 23, 1885	On the route	Failure to perform trip		1 52
Sept. 2, 3, 9, 10, 1885	do	Failure to perform service		10 32
Sept. 7, 1885	Aux Vasse	Wet mail	1 00	
Sept. 8, 1885	On the route	Failure to perform service		1 42
July 4, 9, 1885	do	do		
July 16, 1885	do	do		2 25
July 18, 1885	Lima	Failure to depart		
Aug. 28, 29, 1885	On the route	Failure to perform service		1 33
July 27; Aug. 25, 1885	do	Failure on 6 miles		1 20
Sept. 8, 9, 1885	do	Failure on 30 miles		3 20
do	Magnet	Failure to comply with schedule.	5 00	
July 5, 12, 19, 26; Aug. 2, 9, 16, 23, 30; Sept. 6, 13, 20, 27, 1885.	On the route	Failure to perform two trips (Sundays).		2 64
Aug. 1, 4, 8, 11, 15, 1885	do	Mails carried by carrier under 16 years of age.	2 50	
July 24, 1885	do	Failure to comply with schedule and for employment of carrier under 16 years of age.	2 50	
Aug. 12, 1885	do	Failure on 7 miles of trip		1 85
Sept. 8, 1885	do	Failure on 13¾ miles		
Aug. 12, 1885	do	Failure half trip		1 55
July 4, 1885	do	Failure to perform service		1 20
July 4, 17, 1885	do	Failure to perform trip		2 71
Sept. 4, 1885	do	Failure on 8½ miles		
Sept. 8, 1885	do	Failure half trip		1 62
July 17, 1885	do	Failure on 5 miles		1 41
Aug. 10, 1885	do	Failure half trip		
July 17, 1885	do	Failure on 7 miles		
Sept. 12, 1885	do	Failure on 6 miles		3 42
Sept. 4, 1885	do	Failure half trip		
July 3, 8, 31, 1885	Clinton	Failure to arrive and depart		
July 7, 14, 1885	Altona	do		10 56
do	Between Altona and Adrian.	Failure to perform trips		
July 10, 17, 1885	La Cygne	Failure to arrive and depart		2 70
Sept. 15, 18, 1885	On the route	Failure to perform service		1 52
Sept. 7, 8, 1885	do	do		2 44
Sept. 7, 9, 14, 1885	do	Failure on 6⅛ miles		2 20
July 4; Aug. 8; Sept. 8, 1885	do	Failure to perform service		2 82
Aug. 10, 1885	Thurman	Wet mail	2 00	
July 3, 4, 7; Sept. 5, 8, 1885	On the route	Failure to perform service on an aggregate distance of 50 miles.		4 61

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
28358	Carthage to Golden City	Mo	J. A. Craft	$514 50	$0 50
28358	do	Mo	do		
28360	Lowry City to Fairfield	Mo	do	270 00	1 29
28360	do	Mo	do		
28363	Watkins to Mount Vernon	Mo	E. J. Melton	257 05	1 23
28367	Mount Vernon to Ash Grove	Mo	do	268 00	1 28
28367	do	Mo	do		
28369	Marionville to railroad	Mo	R. Ritter	186 00	06
28269	do	Mo	do		
28369	do	Mo	E. J. Melton	283 00	09
28372	Greenfield to Stockton	Mo	Conway & Wilderson	800 00	1 27
28373	Shady Grove to Wishart	Mo	E. J. Melton	280 60	44
28373	do	Mo	do		
28375	Ebenezer to North Spring	Mo	J. Gatts	154 00	49
28377	Conway to Thorpe	Mo	W. Havnus	202 50	64
28377	do	Mo	do		
28380	Buffalo to Bolivar	Mo	E. M. Hardin	580 00	92
28380	do	Mo	do		
28380	do	Mo	do		
28381	Bolivar to Nevada	Mo	W. F. Hansberger	1,344 00	
28381	do	Mo	do		
28381	do	Mo	do		
28381	do	Mo	do		
28381	do	Mo	do		
28381	do	Mo	do		
28282	Cedarville to Golden City	Mo	E. J. Melton	319 00	1 02
28387	Osceola to Appleton City	Mo	G. D. Jackson	453 75	1 45
28387	do	Mo	do		
28387	do	Mo	do		
28387	do	Mo	do		
28387	do	Mo	do		
28398	Versailles to Climax	Mo	J. A. Craft	390 00	1 87
28399	Warsaw to Climax	Mo	E. M. Hardin	367 50	1 17
28401	Warsaw to Hermitage	Mo	J. A. Craft	10,101 81	1 60
28401	do	Mo	do		
28403	Osceola to Bolivar	Mo	J. A. Jackson	1,132 00	1 80
28405	Wheatland to Bolivar	Mo	J. A. Craft	383 00	1 22
28406	Hermitage to Bolivar	Mo	J. H. Wright	241 38	1 15
23406	do	Mo	do		
28406	do	Mo	do		
28407	Preston to Linn Creek	Mo	L. B. Wright	140 00	1 34
28408	Osage Iron Works to Linn Creek	Mo	E. M. Hardin	325 68	1 56
28408	do	Mo	do		
28408	do	Mo	do		
28418	Jefferson to Teal	Mo	J. A. Craft	235 64	1 12
28435	Linn to Dauphine	Mo	do	323 00	51
28439	Saint Thomas to Loose Creek	Mo	J. D. Smith	525 00	1 68
28443	Hermann to Cuba	Mo	E. M. Hardin	609 31	2 92
28445	Cleavesville to Hermann	Mo	R. Ritter	393 00	1 88
28468	Do Soto to Saint Genevieve	Mo	W. H. Smith	689 00	2 20
28474	Livermore to Potosi	Mo	W. F. Hansberger	526 07	1 63
28483	Perryville to Jackson	Mo	do	833 24	68
28494	Kennett to Hornesville	Mo	J. A. Craft	274 00	87
28495	Kennett to Malden	Mo	R. Ritter	471 34	75

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 4, 6, 1885	On the route	Failure to perform service on 6 trips a week.		
July 3, 1885	do	Failure to perform service on 2 trips a week.	.....	$3 24
Sept. 8, 9, 13, 16, 1885	do	Failure to perform service		4
Sept. 11, 12, 1885	do	Failure quarter trip	.....	5 8
July 3, 1885	do	Failure half trip		
July 3, 4, 1885	do	Failure to perform service	.....	1 22
July 11; Sept. 8, 1885	do	Failure on 14 miles	.....	5 37
July 1 to Aug. 9, 1885	do	Failure to perform ¼ of required service.	$1 00	5 05
July 24, 1885	do	Failure to put mail on train		
Aug. 10 to 16, 1885	do	Failure to perform ¼ of required service.	.....	1 34
July 2, 3; Sept. 7, 8, 1885	do	Failure on 5 miles	.....	2 20
Aug. 10, 31; Sept. 5, 1885	Wishart	Failure to connect		
Sept. 4, 7, 8, 1885	On the route	Failure to perform trips	.....	3 30
July 11, 1885	do	Failure to perform service	.....	1 00
July 3, 13, 1885	do	Failure to perform trips		
July 1, 1885	do	Failure to perform service on 7 miles.	.....	3 22
July 11, 1885	do	Failure on 19 miles		
Sept. 7, 1885	do	Failure on 17⅓ miles	.....	3 81
Aug. 2, 4, 1885	do	Failure to connect		
July 2, 3, 4, 6, 11, 12, 1885	Between Stockton and Montevallo.	Failure on 6 miles		
July 2, 1885	Between Montevallo and Nevada.	Failure on 17 miles		
July 14, 16, 18, 1885	Between Montevallo and Virgil City.	Failure on 5 miles	.....	16 71
Aug. 12, 13; Sept. 7, 8, 9, 14, 15, 1885.	Between Bolivar and Virgil City.	Failure aggregating 54 miles		
Aug. 4; Sept. 7, 8, 9, 1885	Between Virgil City and Nevada.	Failure aggregating 66 miles		
July 2, 1885	On the route	Failure half trip	.....	1 20
Aug. 12; Sept. 4, 1885	Osceola	Failure to arrive		
Aug. 13; Sept. 5, 8, 1885	do	Failure to depart		
Aug. 13; Sept. 5, 8, 17, 1885	Appleton City	Failure to arrive		
Sept. 4, 16, 1885	do	Failure to depart		
During quarter, 1885		Failure and willful refusal to perform service according contract, supplying Ohio and Johnson City on outward trip only.	50 00	7 97
July 13, 14; Sept. 7, 8, 14, 15, 18, 19, 21, 22, 1885.	On the route	Failure on 8 miles of trip	.....	5 70
Aug. 17, 18, 21; Sept. 7, 1885	do	Failure to perform service	.....	9 36
Sept. 8, 9, 10, 1835	do	Failure on 7¾ miles		
Sept. 14, 1885	do	Failure on 10¾ miles	.....	3 22
Sept. 7, 1885	do	Failure on 32 miles	.....	2 88
Sept. 7, 8, 1885	do	Failure to perform service	.....	2 44
July 3, 4; Sept. 8, 9, 1885	do	do		
July 10, 11, 1885	do	Failure on 23 miles and return.	.....	7 17
Sept. 4, 5, 1885	do	Failure on 5 miles		
July 15, 16; Sept. 9, 10, 16, 17, 1885.	do	Failure to perform service	.....	1 50
July 3, 4, 1885	do	Failure on 20 miles		
July 14, 15, 1885	do	Failure on 6 miles	.....	4 68
July 7, 8, 1885	do	Failure ½ trip		
July 7, 8, 1885	do	Failure to perform service	.....	2 24
.....	do	Failure to comply with schedule.	1 00	.....
Sept. 11, 12, 16, 17, 1885	do	Failure on 23¼ miles	.....	4 99
Sept. 14, 1885	do	Failure on 20½ miles	.....	2 10
.....	do	Failure to comply with schedule.	2 00	.....
June 16, 20, 1885	do	Failure ½ trip	.....	4 40
June 16, 1885	do	do	.....	1 68
July 4, 1885	Between Appleton and Jackson.	Failure to perform service	.....	1 96
do	On the route	do	.....	1 74
do	do	do	.....	1 50

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annnual compensation.	Half trip.
	STAR SERVICE—continued.				
28500	Lulesville to Greenville	Mo	W. A. Brewer	$298 00	$1 43
28503	Greenville to Piedmont	Mo	J. Head	450 00	71
28505	Des Arc to Fredericktown	Mo	H. H. Brewington	338 00	1 62
28518	Centreville to Annapolis	Mo	G. D. Jackson	519 00	82
28542	Stoutland to Waynesville	Mo	W. N. Gibbs	343 00	1 09
28542	do	Mo	do		
28458	Mansfield to Hartville	Mo	E. J. Melton	379 48	60
28550	Arno to Yellville	Mo	H. W. Hudson	746 11	3 58
28550	do	Mo	do		
28576	Paris to Tulip	Mo	J. A. Craft	264 00	84
28580	Columbia to Cedar City	Mo	H. C. Slavens	684 00	72
28589	Salem to Eminence	Mo	W. F. Hansberger	824 00	2 64
28599	Hall Town to Springfield	Mo	J. A. Craft	200 25	96
28601	Clifton to Lancaster	Mo	do	100 34	96
28603	Plymouth to Norborne	Mo	R. Ritter	237 00	1 13
28606	Tribulation to Avoca	Mo	J. A. Craft	278 00	1 33
28636	Albany to Bethany	Mo	do	355 88	1 70
28647	Buffalo to Springfield	Mo	E. J. Melton	478 00	1 53
28647	do	Mo	do		
28675	Saint Louis to mail-messenger and transfer service.	Mo	R. Y. Woodlief	16,998 00	
28677	Agency to Gower	Mo	W. F. Hansberger	447 00	1 43
28684	Newark to La Belle	Mo	do	333 00	53
28700	Stockton to El Dorado Springs	Mo	do	802 73	1 28
28700	do	Mo	do		
28700	do	Mo	do		
28700	do	Mo	do		
28702	Buffalo to Marshfield	Mo	do	181 07	1 74
28713	Fisher to Caruthersville	Mo	H. V. Childress	219 00	1 05
28714	Hale to Chillicothe	Mo	W. F. Hansberger	636 93	1 04
28714	do	Mo	do		
28719	Stockton to Lamar	Mo	H. C. Slavens	1,140 00	1 82
28719	do	Mo	do		
48719	do	Mo	do		
48719	do	Mo	do		
28726	Saint Genevieve to Red Bud	Mo	A. J. Smith	901 18	1 43
28726	do	Mo	do		
28731	Gainesville to Protem	Mo	J. S. B. Berry	317 00	1 52
28735	Versailles to Rocky Mount	Mo	W. F. Hansberger	329 90	1 05
28738	Antrim to Mansfield	Mo	H. V. Childress	139 99	66
28745	Claryville to Seventy-Six	Mo	J. D. Emerson	400 00	1 28
28745	do	Mo	do		
28747	Carthage to Neosho	Mo	E. J. Milton	404 14	1 29
28768	Linn Creek to Eldon	Mo	G. W. Chambers	978 00	1 56
28779	Arno to Mansfield	Mo	H. V. Childress	625 69	99
28808	Belgrade to Palmer	Mo	H. C. Compton	148 00	71
30176	Simmesport to Elba	La	E. P. Guidry	350 00	1 68
30176	do	La	do		
30262	Columbia to Davis	La	J. J. Campbell	282 16	1 35
31197	Corwin to Burnet	Tex	G. D. Jackson	751 34	2 40
31197	do	Tex	do		
31234	Giddings to Warda	Tex	J. T. Bardin	180 00	57
31323	Mexia to Personville	Tex	V. Boreing	282 00	90
31403	Clarksville to Doaksville	Tex	G. M. Snodgrass	446 00	2 15
31403	do	Tex	do		
31403	do	Tex	do		
31444	Palestine to Bethel	Tex	A. E. Boone	287 00	1 37
31472	Marshall to Carthage	Tex	B. Magoffin	1,120 00	1 78
31475	Carthage to Sugar Hill	Tex	P. R. Schnebly	226 40	1 08
31475	do	Tex	do		
31498	Loveland to Centralia	Tex	G. M. Snodgrass	891 00 674 38	1 42 72
31498	do	Tex	do		71
31564	Graham to Murray	Tex	T. P. James	166 83	1 60
31564	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June 15, 16, 18, 19, 1885	On the route	Failure on 17½ miles		$2 59
July 4, 1885	do	Failure to perform service		1 40
July 14, 15, 1885	do	Failure on 29½ miles		1 92
July 4, 1885	do	Failure to perform service		1 64
July 4, 7, 9, 11, 14, 16, 1885	do	Failure on 5 miles		4 17
Sept. 14, 16, 1885	do	Failure on 7 miles		
July 3, 1885	do	Failure to perform service		1 20
Sept. 23, 28, 1885	do	Failure to arrive		7 16
Sept. 26, 29, 1885	Arno	Failure to depart		
July 23, 1885	On the route	Failure to perform service		1 68
July 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 31, 1885.	Between Ashland and Cedar City.			17 52
July 14; Aug. 13, 1885	On the route	Failure of ½ trip		5 28
July 3, 1885	do	Failure on 12 miles		1 28
Sept. 26, 1885	do	Carrier behind schedule time and intoxicated.	$2 50	
July 1, 4, 8, 11, 15, 1885	do	Failure to perform service		11 30
July 3, 4, 1885	do	Failure ½ trip		1 33
July 14, 15, 1885	do	do		1 70
July 3, 1885	do	Failure on 18 miles		2 18
July 11, 1885	do	Failure on 7 miles		
Aug. 6, 1885	do	Failure to deliver mail to D. and St. L. R. P. O.	7 50	
July 1, 2, 1885	do	Failure half trip		1 43
do	do	Failure to comply with schedule.	1 00	
Sept. 10, 1885	do	Failure on 18 miles		5 83
Sept. 17, 1885	do	Failure on 3 miles		
Sept. 7, 8, 9, 1885	Stockton	Failure to arrive		
Sept. 8, 9, 10, 1885	do	Failure to depart		
July 2, 4; Sept. 4, 5, 1885	On the route	Failure on 7 miles		1 62
July 22, 1885	do	Failure to perform service		2 10
June 19, 1885	Chillicothe	Failure to depart		1 01
June 20, 1885	do	Failure to arrive		
July 2, 3, 11; Aug. 10, 12; Sept. 7, 8, 1885.	Stockton	do		
July 2, 3, 11; Aug. 10, 12; Sept. 7, 8, 1885.	do	Failure to depart		26 39
July 2, 3, 4, 11; Aug. 10; Sept. 7, 8, 9, 1885.	Lamar	Failure to arrive		
July 2, 3, 4, 11; Aug. 13; Sept. 7, 10, 1885.	do	Failure to depart		
July 4, 1885	On the route	Failure to perform service		5 13
July 21, 1885	do	Failure on 15⅓ miles		
July 3, 4, 1885	do	Failure on 16 miles		1 62
July 4, 1885	do	Failure to perform trip		2 10
July 11, 1885	do	do		1 32
July 1, 3, 6, 1885	do	Failure on 5 miles		4 48
July 29, 1885	do	Failure to perform service		
July 3, 4, 1885	do	Failure on 18½ miles		2 12
July 9, 10, 1885	Linn Creek	Failure to arrive and depart		3 12
Sept. 9, 1885	On the route	Failure half trip		1 00
Sept. 26, 1885	do	Failure to perform service		1 42
Aug. 7, 1885	Elba	Wet mail	7 00	
Aug. 7, 24, 31, 1885	do	Carrier intoxicated		
Sept. 17, 1885	On the route	Failure on 10 miles		1 50
July 1, 3, 6; Sept. 2, 16, 18, 1885.	Corwin	Failure to arrive		14 40
July 2, 4, 7; Sept. 3, 17, 19, 1885.	do	Failure to depart		
May 26, 1885	On the route	Failure total		1 14
July 4; Sept. 15, 1885	do	do		3 60
July 6, 1885	do	Failure on 12 miles		3 56
July 14, 1885	do	Failure on 8 miles		
Sept. 22, 1885	do	Failure on 10 miles		
July 2, 1885	do	Failure total		2 74
Sept. 9, 1885	do	do		3 56
July 7, 1885	do	Failure on 10 miles		2 43
July 28, 1885	Carthage	Failure to arrive and depart		
July 1, 1885	On the route	Failure on 14½ miles		2 61
Sept. 11, 18, 1885	do	Failure on 5¼ miles		
July 4; Aug. 22, 1885	do	Failure total		
Sept. 5, 1885	do	Failure on 3 miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of toute.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
31565	Graham to Proffitt	Tex	V. Boreing	$478 33	$0 62
					81
31592	Fort Worth to Grapevine	Tex	G. M. Snodgrass	493 96	1 58
31592	do	Tex	do		
31645	South Prairie to Graham	Tex	T. P. James	547 00	2 62
				240 15	1 15
31645	do	Tex	do		
31655	Brownwood to Milburn	Tex	B. W. Beedy	393 00	1 88
31655	do	Tex	do		
31676	Coleman to Waldrip	Tex	do	333 00	1 60
31677	Comanche to De Leon	Tex	do	439 00	70
31682	Henrietta to Fort Sill	Tex	J. D. Emerson	1,990 00	3 17
31682	do	Tex	do		
31682	do	Tex	do		
31709	Cotulla to Carrizo Springs	Tex	G. D. Jackson	1,087 50	3 48
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31709	do	Tex	do		
31710	Cotulla to Fort Ewell	Tex	V. Boreing	432 00	2 07
31710	do	Tex	do		
31731	Uvalde to Muela	Tex	do	394 00	1 89
31731	do	Tex	do		
31745	Lagarto to San Diego	Tex	G. D. Jackson	820 00	2 62
31745	do	Tex	do		
31745	do	Tex	do		
31750	Harrold to Mobeetie	Tex	S. P. Wheeler	12,878 78	20 56
31750	do	Tex	do	10,850 00	17 32
31762	Henrietta to Graham	Tex	J. B. Colegrove	1,299 00	4 15
31762	do	Tex	do		
31762	do	Tex	do		
31779	D'Harris to Waresville	Tex	J. J. Horton	654 00	2 09
31810	Rockland to Boren's Mills	Tex	do	206 00	99
31816	Wharton to Matagorda	Tex	G. D. Jackson	4,100 00	6 53
31824	Tilden to Oakville	Tex	H. C. Slavins	1,372 00	2 18
31824	do	Tex	do		
31824	do	Tex	do		
31824	do	Tex	do		
31824	do	Tex	do		
31824	do	Tex	do		
31838	Leander to Travis	Tex	G. D. Jackson	246 00	1 18
31850	Lloyd to Navo	Tex	do	98 00	47
31866	De Leon to Desdimonia	Tex	J. B. Colegrove	444 00	70
31866	do	Tex	do		
31866	do	Tex	do		
31866	do	Tex	do		
31869	Colmesneil to Jasper	Tex	L. D. Sullivan	1,313 00	2 09
31869	do	Tex	do		
31869	do	Tex	do		
31869	do	Tex	do		
31869	do	Tex	do		
31885	Albany to Haskell	Tex	F. S. Smith	763 00	3 66
31891	Cemfort to Fredericksburgh	Tex	C. F. Priess	804 00	1 28
31891	do	Tex	do		
31891	do	Tex	do		
31899	Concepcion to Paisano	Tex	G. D. Jackson	390 00	3 75
31925	Riverside to Mount Hope	Tex	P. R. Schnebly	89 00	85
31936	Oakville to Lagarto	Tex	H. Fuller	425 00	2 04
31936	do	Tex	do		
31936	do	Tex	do		
31951	Greenville to Commerce	Tex	W. H. Harris	700 00	1 11
33103	Hiawatha to Comet	Kans	J. B. Colegrove	235 77	75
33109	Wyandotte to Tonganoxie	Kans	J. R. Tupper	889 63	1 42
33114	McLouth to Williamstown	Kans	W. H. Smith	137 79	65
33116	Holton to Topeka	Kans	do	589 00	1 88
33124	Sabetha to Wetmore	Kans	B. Magoffin	728 00	1 16
33124	do	Kans	do		
33128	Centralia to Louisville	Kans	J. R. Tupper	650 80	2 08
33128	do	Kans	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 17, 1885	Between Belknap and Throckmorton.	Failure on 24 miles, once-a-week service.	.....	$3 00
July 25, 1885	Grapevine	Failure to arrive	.....	1 58
July 26, 1885	....do	Failure to depart		
Aug. 28, 31; Sept. 4, 1885	On the route	Failure on 8 miles	.....	7 66
Sept. 7, 1885	....do	Failure total		
July 3, 1885	Milburn	Failure to arrive	.....	1 88
July 4, 1885	....do	Failure to depart		
July 3, 1885	On the route	Failure total	.....	3 20
July 15, 1885	....do	Trip performed from Comanche to De Leon without the mail.	$1 40	.....
July 1, 1885	Fort Sill	Failure to arrive	.....	6 99
July 1, 2, 1885	....do	Failure to depart		
July 6, 1885	On the route	Failure on 25 miles (estimated)		
July 13, 15, 1885	Cotulla	Failure to arrive		
July 14, 16, 1885	....do	Failure to depart		
July 3, 1885	....do	Failure total		
July 6, 1885	....do	Failure on 39 miles	.....	44 46
July 10, 8, 1885	....do	.....do		
Aug. 13, 1885	....do	Failure on 43 miles		
Sept. 18, 1885	....do	Failure on 37½ miles		
July 4, 11, 1885	....do	Failure to arrive	.....	3 10
July 10, 1885	....do	Failure to depart		
July 6, 1885	Muela	Failure to arrive	.....	1 89
July 7, 1885	....do	Failure to depart		
July 3, 1885	San Diego	Failure to arrive	.....	3 93
July 4, 1885	....do	Failure to depart		
Aug. 15, 1885	Lagarto	Failure to arrive		
July 2, 3, 1885	Mobeetie	.....do	.....	29 22
Aug. 1, 1885	....do	.....do		
July 1, 1885	Graham	.....do	.....	8 56
July 2, 1885	....do	Failure to depart		
Aug. 27, 1885	On the route	Failure on 33 miles		
July 6, 1885	....do	Failure on 24 miles	.....	3 71
Sept. 25, 1885	....do	Failure on 14 miles	.....	1 00
Sept. 19, 1885	Matagorda	Failure to arrive and depart	.....	6 53
July 3, 1885	On the route	Failure on 23 miles	.....	42 97
July 6, 1885	....do	Failure on 27 miles		
July 7, 1885	....do	Failure on 28 miles		
July 8, 9, 1885	....do	Failure on 16 miles		
July 10, 11, 1885	....do	Failure on 15 miles each way		
July 4; Aug. 31; Sept. 3, 4, 5, 16, 17, 19, 1885.	....do	Failure on 17 miles each way		
Aug. 21, 1885	....do	Failure on 8 miles	.....	1 00
July 1 to Aug. 8, 1885	....do	Failure to perform service	.....	10 38
Aug. 3, 1885	De Leon	Failure to arrive and depart	.....	1 80
Aug. 28, 1885	....do	Failure to arrive		
Aug. 27, 1885	....do	Failure on 4 miles		
Aug. 28, 1885	Desdimonia	Failure to arrive and depart		
July 1, 2, 3, 1885	Colmesneil	Failure to arrive	1 00	10 45
July 1, 2, 1885	....do	Failure to depart		
July 1, 2, 1885	Jasper	Failure to arrive		
July 1, 2, 3, 1885	....do	Failure to depart		
Aug. 14, 1885	Colmesneil	Wet mail		
Aug. 28, 1885	On the route	Failure on 35 miles	.....	5 69
July 2, 1885	Comfort	Failure to arrive and depart	.....	3 20
July 2, 6, 1885	Fredericksburgh	Failure to arrive		
July 4, 1885	....do	Failure to depart		
July 3, 1885	On the route	Failure total	.....	7 50
During quarter, 1885	....do	Failure to perform service	.....	22 25
July 6, 1885	....do	Failure on 22 miles	.....	6 80
July 10, 13, 1885	Lagarto	Failure to arrive		
July 11, 14, 1885	....do	Failure to depart		
Sept. 17, 1885	On the route	Failure total	.....	2 22
July 4, 1885	... do	.....do	.....	1 50
Aug. 11, 1865	Tonganoxie	Failure to arrive and depart	.....	1 42
Sept. 7, 1885	On the route	Failure total	.....	1 30
Sept. 7, 8, 1885	....do	Failure on 32 miles	.....	2 86
July 4; Sept. 7, 1885	Sabetha	Failure to arrive	.....	2 32
July 6; Sept. 8, 1885	... do	Failure to depart		
Sept. 7, 1885	Louisville	Failure to arrive	.....	2 08
Sept. 8, 1885	....do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33129	Manley to Seneca	Kans	W. H. Smith	$330 00	$1 05
33129	do	Kans	do		
33170	Simpson to Lincoln	Kans	J. R. Tupper	603 39	1 95
33170	do	Kans	do		
33178	Lincoln to Free Will	Kans	J. D. Emerson	624 00	2 00
33178	do	Kans	do		
33182	Beloit to Ellsworth	Kans	H. W. Winslow	1,412 46	2 24
33182	do	Kans	do		
33182	do	Kans	do		
33182	do	Kans	do		
33184	Cawker City to Red Cloud	Kans	J. D. Emerson	733 84	2 34
33184	do	Kans	do		
33188	Mankato to Superior	Kans	J. R. Tupper	862 00	1 37
33188	do	Kans	do		
33188	do	Kans	do		
33188	do	Kans	do		
33188	do	Kans	do		
33193	Gaylord to Red Cloud	Kans	J. R. Miner	1,382 10	52
33193	do	Kans	do		
33194	Smith Centre to Stuart	Kans	W. H. Smith	193 90	61
33201	Alton to Stockton	Kans	J. R. Miner	577 71	92
33205	Russell to La Crosse	Kans	J. L. B. Stanton	355 38	1 70
33205	do	Kans	do		
33205	do	Kans	do		
33205	do	Kans	do		
33206	Easdale to Hays City	Kans	W. H. Smith	197 00	94
33207	Hays City to Larned	Kans	J. R. Tupper	1,581 00	2 52
33209	Rooks Centre to Hays City	Kans	B. Magoffin	740 00	3 55
33210	Stockton to Russell	Kans	J. L. B. Stanton	753 27	2 41
33210	do	Kans	do		
33211	Stockton to Blooming	Kans	J. D. Emerson	1,330 10	1 15
33211	do	Kans	do		1 96
33213	Stockton to Fargo	Kans	C. C. Morse	639 76	2 04
33214	Stockton to Millbrook	Kans	J. D. Emerson	569 00	1 82
33216	Kirwin to Stockton	Kans	J. R. Tupper	327 83	1 57
33216	do	Kans	do		
33216	do	Kans	do		
33216	do	Kans	do		
33229	Fremont to Wakeeney	Kans	B. Magoffin	335 00	1 61
33228	Edmond to Wakeeney	Kans	W. H. Winslow	1,235 59	1 96
33253	Atwood to Cedar	Kans	W. A. Stoddard	520 00	1 66
33269	Eskridge to Council Grove	Kans	M. A. Thompson	297 00	1 42
33272	Louisburg to Westport	Kans	J. R. Tupper	524 07	1 67
33272	do	Kans	do		
33283	Osage City to Council Grove	Kans	C. E. Bushnell	560 51	1 79
33283	do	Kans	do		
33286	Emporia to Madison	Kans	W. H. Smith	502 33	1 60
33286	do	Kans	do		
33288	Diamond Springs to Elmdale	Kans	B. Magoffin	160 00	76
33289	Junction City to Alma	Kans	do	380 00	1 82
33289	do	Kans	do		
33290	Junction City to Council Grove	Kans	C. E. Bushnell	408 00	1 96
33291	Far West to Council Grove	Kans	do	392 92	1 25
33297	Salina to Galva	Kans	do	670 00	2 14
33297	do	Kans	do		
33297	do	Kans	do		
33298	Salina to McPherson	Kans	J. D. Emerson	820 00	2 62
33298	do	Kans	do		
33298	do	Kans	do		
33298	do	Kans	do		
33299	Salina to Lincoln	Kans	J. R. Tupper	993 00	1 58
33299	do	Kans	do		
33300	Salina to Minneapols	Kans	W. H. Smith	444 00	1 42
33301	Mount City to Garnett	Kans	Corbin & Smith	251 29	79
33305	Blue Mound to Colony	Kans	W. H. Smith	1,120 64	1 80
33305	do	Kans	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 25; Aug. 4; Sept. 8, 26, 1885.	Manley	Failure to arrive		
July 27; Aug. 5; Sept. 9, 28, 1884.	do	Failure to depart	.....	$4 20
July 27, 1885	Lincoln	Failure to arrive		
July 28, 1885	do	Failure to depart	.....	1 93
July 24, 1885	On the route	Failure on 4 miles		
July 31, 1885	do	Failure on 11 miles	.....	1 60
July 28, 1885	Beloit	Failure to arrive		
July 29, 1885	do	Failure to depart		
Aug. 1, 1885	Ellsworth	Failure to arrive	.....	4 48
July 31, 1885	do	Failure to depart		
July 31, 1885	Cawker City	Failure to arrive		
do	Red Cloud	Failure to depart	.....	2 34
July 4, 11, 1885	Mankato	Failure to arrive		
July 4, 10, 1885	do	Failure to depart		
do	Superior	Failure to arrive	.....	6 99
July 4, 11, 1885	do	Failure to depart		
Sept. 7, 15, 1885	On the route	Failure on 8 miles each way		
July 30, 1885	Red Cloud	Failure to arrive		
July 31, 1885	do	Falure to depart	.....	1 58
July 21, 1885	On the route	Failure total	.....	2 44
July 31, 1885	do	do	.....	1 84
Aug. 25, 1885	Russell	Failure to arrive		
Aug. 24, 1885	do	Failure to depart		
Aug. 24; Sept. 7, 24, 1885	La Crosse	Failure to arrive	.....	6 80
Aug. 25; Sept. 8, 25, 1885	do	Failure to depart		
July 4, 1885	On the route	Failure total	.....	1 88
July 13, 1885	Hays City	Failure to arrive	.....	1 26
Sept. 29, 30, 1885	On the route	Failure total	.....	7 10
July 3, 10, 1885	Russell	Failure to arrive		
July 4, 11, 1885	do	Failure to depart	.....	4 82
July 31, 1885	On the route	Failure total		
Aug. 1, 1885	do	Failure on 35 miles	.....	8 52
July 31; Aug. 1, 1885	do	Failure total	.....	4 08
July 31; Aug. 1, 1885	do	do	.....	3 64
July 31, 1885	Kirwin	Failure to depart		
Aug. 1, 1885	do	Failure to arrive	.....	3 14
July 31, 1885	Stockton	do		
Aug. 1, 1885	do	Failure to depart		
During Sept., 1885	Fremont	Failure to arrive on schedule time.	$5 00	.....
July 1; Aug. 7, 1885	Edmond	Failure to arrive and depart	.....	3 92
July 3, 4, 1885	On the route	Failure total	.....	3 32
July 4, 1885	Council Grove	Failure to arrive and depart	.....	1 42
Aug. 15, 1885	Louisburgh	Failure to arrive		
Aug. 14, 1885	do	Failure to depart	.....	1 67
July 17; Sept. 7, 1885	Osage City	Failure to arrive and depart		
July 4, 1885	Council Grove	do	.....	5 37
July 2, 1885	Emporia	do		
July 3, 31, 1885	Madison	do	.....	4 80
July 4, 1885	On the route	Failure total	.....	1 52
July 10, 1885	Alma	Failure to arrive		
July 11, 1885	do	Failure to depart	.....	1 82
July 17, 1885	On the route	Failure total	.....	3 92
July 4, 1885	do	do	.....	2 50
July 1, 6, 31; Aug. 5, 10, 21; Sept. 7, 1885.	Galva	Failure to arrive		
July 2, 7; Aug. 1, 6, 11; Sept. 8, 1885.	do	Failure to depart	5 00	13 91
July 2, 3, 4, 7, 8, 10, 11, 13, 14, 15, 1885.	do	Failure to supply		
July 1, 27; Aug. 3, 5; Sept. 16, 18, 1885.	Salina	Failure to arrive		
July 4; Aug. 4, 8; Sept. 15, 17, 1885.	do	Failure to depart	.....	24 89
July 30; Aug. 6, 15; Sept. 15 17, 1885.	McPherson	Failure to arrive		
Aug. 7; Sept. 16, 18, 1885	do	Failure to depart		
July 4, 1885	Salina	do		
do	Lincoln	Failure to arrive and depart	.....	2 37
July 28, 1885	Minneapolis	do	.....	2 13
July 17, 18, 1885	On the route	Failure total	.....	1 58
Sept. 7, 1885	Blue Mound	Failure to arrive and depart		
July 4, 17, 1885	Colony	do	.....	5 40

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33309	Burlington to Hamilton	Kans	J. R. Tupper	$481 00	$1 54
33309	ditto	Kans	ditto		
33310	Burlington to Madison	Kans	ditto	234 00	1 12
33313	Xenia to Fulton	Kans	ditto	448 00	71
33317	Humboldt to Bronson	Kans	J. M. Maycumber	448 00	1 43
33317	ditto	Kans	ditto		
33317	ditto	Kans	ditto		
33317	ditto	Kans	ditto		
33319	Humboldt to Juse	Kans	J. R. Tupper	703 17	2 25
33319	ditto	Kans	ditto		
33319	ditto	Kans	ditto		
33319	ditto	Kans	ditto		
33320	Humboldt to Fredonia	Kans	J. D. Emerson	1,208 14	1 93
33320	ditto	Kans	ditto		
33320	ditto	Kans	ditto		
33320	ditto	Kans	ditto		
33321	Colony to Yates Centre	Kans	V. Boreing	572 00	54
33323	Madison to Toronto	Kans	J. D. Emerson	510 00	1 63
33323	ditto	Kans	ditto		
33323	ditto	Kans	ditto		
33323	ditto	Kans	ditto		
33326	Eureka to Matfield	Kans	B. Magoffin	370 00	1 77
34105	Nemaha City to Falls City	Nebr	J. Cross	414 70	1 32
34105	ditto	Nebr	ditto		
34105	ditto	Nebr	ditto		
34105	ditto	Nebr	ditto		
34111	Syracuse to Ashland	Nebr	T. H. B. Dunnegan	653 92	2 09
34111	ditto	Nebr	ditto		
34116	Avoca to Factoryville	Nebr	W. H. Smith	268 60	85
34164	Nelson to Cowles	Nebr	M. B. Cheney	472 50	1 51
34167	Sutton to Aurora	Nebr	ditto	450 00	1 44
34174	Central City to O'Connor	Nebr	R. W. Reedy	406 50	1 39
					1 12
34179	Red Cloud to Juniata	Nebr	E. P. Holmes	983 61	3 15
34203	Indianola to Carrico	Nebr	W. A. Stoddard	506 67	2 43
34205	Stockville to Homerville	Nebr	M. A. Thompson	430 00	2 06
34216	Oakland to Hooper	Nebr	B. Magoffin	310 00	99
34218	Dakota to Decatur	Nebr	M. B. Cheney	1,204 64	1 91
34218	ditto	Nebr	ditto		
34226	West Point to Fremont	Nebr	W. A. Stoddard	842 78	2 69
34226	ditto	Nebr	ditto		
34226	ditto	Nebr	ditto		
34226	ditto	Nebr	ditto		
34245	Madison to Burnett	Nebr	B. W. Beedy	479 25	1 53
34245	ditto	Nebr	ditto		
34250	Platte Centre to Oakdale	Nebr	W. A. Stoddard	870 00	2 78
34258	Albion to Scotia	Nebr	B. Magoffin	990 00	3 17
34266	O'Neill City to Niobrara	Nebr	W. A. Stoddard	790 84	2 53
34356	Harvard to Aurora	Nebr	F. S. Smith	155 00	1 49
34358	Hartington to Creighton	Nebr	A. N. Sanborn	538 00	2 58
36376	Rushville to Pine Ridge	Nebr	A. A. Call	801 42	2 56
36376	ditto	Nebr	ditto		
36376	ditto	Nebr	ditto		
36376	ditto	Nebr	ditto		
36376	ditto	Nebr	ditto		
34380	Centre Valley to Weeping Water	Nebr	W. N. Gibbs	170 00	54
34381	Nebraska City to Brock	Nebr	F. S. Smith	240 00	1 15
39179	Abiquiu to Coyote	N. M	J. M. Jaramillo	408 33	
39180	Tularosa to Seven Rivers	N. M	A. T. Hughes	2,490 00	11 96
39180	ditto	N. M	ditto		
40165	Sunset to Winslow	N. M	N. H. Pease	660 00	1 05
40178	Camp Verde to Jerome	Ariz	C. D. Alexander	997 00	4 79
40178	ditto	Ariz	ditto		
40179	Casa Grande to Copperopolis	Ariz	ditto	1,549 00	4 95
40180	Hackberry to Lost Basin	Ariz	ditto	947 00	9 10
41115	Ogden City to Huntsville	Utah	H. J. Lawton	230 00	1 10
41140	Blake to La Sal	Utah	H. A. Lawton	1,692 70	16 27
41165	Deseret to Detroit	Utah	J. Dewsnup	800 00	3 84
41169	Fairfield to R, R. Station	Utah	J. B. Colegrove	166 00	53
42106	Red Rock to Salem City	Idaho	W. O. Lofland	4,700 00	6 44
42155	Arco to Howe	Idaho	V. H. Pease	954 55	4 50
42170	Eagle to Thompson's Falls	Idaho	ditto	3,532 30	11 31
43146	Walla Walla to Pendleton	Wash	C. C. McCoy	1,610 00	2 56
43146	ditto	Wash	ditto		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 3, 6, 10, 17, 1885	Hamilton	Failure to arrive	.....	$6 16
July 2, 7, 11, 18, 1885	....do	Failure to depart		
July 4, 1885	Madison	Failure to arrive and depart	.....	1 12
Sept. 7, 8, 1885	Xenia	.....do	.....	1 42
July 3; Sept. 7, 1885	Humboldt	Failure to arrive	.....	4 29
July 4; Sept. 8, 1885	....do	Failure to depart		
July 4, 1885	Bronson	Failure to arrive		
July 3, 1885	....do	Failure to depart		
July 2, 7, 9; Sept. 8, 1885	Humboldt	Failure to arrive	.....	18 00
July 3, 6, 8: Sept. 7, 1885	....do	Failure to depart		
July 3, 6, 8; Sept. 7, 1885	Juse	Failure to arrive		
July 4, 7, 9; Sept. 8, 1885	....do	Failure to depart		
July 1, 2, 3, 6, 7, 8, 9; Sept. 7, 1885	Humboldt	Failure to arrive	.....	17 37
July 2, 3, 4, 6, 7, 8, 9; Sept. 8, 1885	....do	Failure to depart		
July 8, 9, 1885	Fredonia	Failure to arrive		
July 9, 1885	....do	Failure to depart		
July 2, 3, 17, 1885	Colony	Failure to arrive and depart	.....	1 62
July 2, 7, 1885	Madison	Failure to arrive	.....	8 15
July 3, 6, 1885	....do	Failure to depart		
July 3, 6, 10, 1885	Toronto	Failure to arrive		
July 2, 7, 11, 1885	....do	Failure to depart		
July 10, 11, 1885	On the route	Failure on 25 miles each way	.....	2 52
Aug. 31; Sept. 2, 4, 7, 9, 11, 1885	Nemaha City	Failure to arrive	.....	19 80
Sept. 1, 3, 5, 8, 10, 12, 1885	....do	Failure to depart		
Sept. 1, 3, 5, 8, 10, 12, 1885	Falls City	Failure to arrive		
Aug. 31; Sept. 2, 4, 7, 9, 11, 1885	....do	Failure to depart		
July 4; Aug. 11, 1885	Syracuse	Failure to arrive and depart	.....	8 36
July 22; Sept. 7, 1885	Ashland	.....do		
July 4, 1885	On the route	Failure total	.....	1 70
Sept. 30, 1885	....do	.....do	.....	1 50
Sept. 5, 1885	....do	Failure half trip	.....	1 44
Aug. 29, 1885	....do	Failure on 23 miles each way	.....	2 24
July 22, 1885	Juniata	Failure to arrive and depart	.....	3 15
July 4, 1885	Carrico	.....do	.....	2 43
July 1, 3, 1885	On the route	Failure total	.....	4 12
Aug. 11, 1885	Swaburgh	Wet mail	$1 00	.....
July 29; Sept. 12, 1885	Dakota	Failure to arrive	.....	3 82
July 28; Sept. 11, 1885	....do	Failure to depart		
July 22: Aug. 7, 1885	West Point	Failure to arrive	.....	10 76
July 23; Aug. 8, 1885	....do	Failure to depart		
July 22; Aug. 8, 1885	Fremont	Failure to arrive		
July 22; Aug. 7, 1885	....do	Failure to depart		
Aug. 14, 1885	Madison	Failure to arrive	.....	1 53
Aug. 15, 1885	....do	Failure to depart		
Aug. 5, 1885	Platte Centre	Failure to arrive and depart	.....	2 78
July 1, 2, 3, 4, 6, 7, 8, 9, 10, 11; Aug. 10, 11.	On the route	Failure total	.....	57 06
July 5, 14, 16, 18; Aug. 10, 1885	Armstrong	Failure to supply	2 50	.....
July 4, 1885	On the route	Failure total	.....	2 98
July 31; Aug. 1, 1885	....do	Failure 1 round trip	.....	5 16
Sept. 22, 1885	Rushville	Failure to arrive	.....	8 96
Sept. 3, 1885	....do	Failure to depart		
Sept. 1, 3, 5, 1885	Pine Ridge	Failure to arrive		
Sept. 2, 1885	....do	Failure to depart		
July 4, 1885	On the route	Failure total	.....	1 08
.....do	....do	.....do	.....	2 30
During third quarter, 1885	....do	Failure to perform service	.....	102 08
July 3; Sept. 19, 1885	Seven Rivers	Failure to arrive	.....	29 90
July 4; Sept. 21, 1885	....do	Failure to depart		
July 31, 1885	Sunset	Failure to arrive and depart	.....	1 05
July 3, 1885	Jerome	Failure to arrive	.....	4 79
July 4, 1885	....do	Failure to depart		
During third quarter, 1885	On the route	Failure to perform service	.....	387 25
July 1, 1885	Hackberry	Failure to arrive	.....	4 55
Aug. 22, 1885	On the route	Wet mail	1 00	.....
July 30, 1885	La Sal	Failure to arrive	.....	8 13
July 27; Aug. 3, 1885	On the route	Failure on 15 miles each way	.....	6 06
Aug. 17, 19, 21, 1885	Fairfield	Failure to arrive and depart	.....	1 59
Sept. 13, 1885	Salmon City	Failure to depart	.....	3 22
During July, 1885	On the route	Failure to perform service in accordance with schedule.	2 00	.....
Sept. 15, 1885	Thompson's Falls	Wet mail	5 00	.....
Aug. 27, 1885	Walla Walla	Failure to arrive and depart	2 00	2 56
Aug. 18, 19, 1885	Milton	Failure to deliver mail		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
43189	Semiahmoo to Ferndale	Wash	J. A. Lindsey	$1,135 29	$5 44
43190	Spokane Falls to Che-we-lah	Wash	A. H. Boomer	2,136 84	68 40
43205	Whatcom to Sehome	Wash	W. H. Ridenbaugh	200 00	64
43218	Ellensburgh to O'Kanagan	Wash	C. A. Alexander	1,197 00	11 50
34389	Battle Ground to Pilot	Nebr	P. R. Schnebly	175 00	83
34391	Long Pine to Adrian	Nebr	S. A. Pond	287 69	2 75
34397	Townsend to Pickerel	Nebr	W. N. Gibbs	123 00	59
34406	Nunda to Taylor	Nebr	J. M. Skinner	100 00	96
34409	Gordon to Bordeaux	Nebr	A. A. Call	432 00	4 15
35128	Sioux Falls to Madison	Dak	J. R. Miner	646 47	2 62
35128	...do	Dak	...do		
35128	...do	Dak	...do		
35128	...do	Dak	...do		
35151	Gary to Millbrook	Dak	G. M. Brown	524 37	2 51
35177	Rapid City to Custer	Dak	...do	3,240 00	4 43
35177	...do	Dak	...do		
35186	Deadwood to Buffalo Gap	Dak	C. L. Jensen	2,858 33	9 15
35212	Bellmont to Buxton	Dak	J. B. Colegrove	266 67	85
35245	Springfield to Emsdale	Dak	A. A. Call	914 73	4 39
35244	Mitchell to Parsons	Dak	T. C. Bennett	435 14	2 08
35244	...do	Dak	...do		
35244	...do	Dak	...do		
35255	Groton to Lisbon	Dak	A. A. Call	1,582 95	7 60
35284	Wellington to Montrose	Dak	J. R. Miner	86 04	82
35296	Rapid City to Deadwood	Dak	J. Hale	1,430 00	4 57
35296	...do	Dak	...do		
32296	...do	Dak	...do		
32296	...do	Dak	...do		
35306	Kindred to Barrie	Dak	...do	166 00	79
35317	Devil's Lake to Fort Totten	Dak	E. S. Warren	1,600 00	2 19
35317	...do	Dak	...do		
35317	...do	Dak	...do		
35317	...do	Dak	...do		
35320	White Lake to Messington	Dak	B. Magoffin	287 00	2 75
35349	Saint Thomas to Osnabrook	Dak	A. A. Call	1,178 64	3 77
35360	Ashton to May	Dak	...do	230 00	2 29
39133	Carthage to Fort Stanton	N. M	W. A. Stoddard	5,070 69	6 94
39148	Las Vegas to Fort Bascom	N. M	...do	3,129 85	10 02
39148	...do	N. M	...do		
	RAILROAD SERVICE.				
2011	South Lunenburgh to Swanton	Vt	B. and L. R. R	8,471 88	13 53
6002	Tallman to Sparkill	N. Y	N. Y., L. E. and W. R. R	560 43	
6038	Oswego to Suspension Bridge	N. Y	R. W. and O. R. R	12,007 86	19 18
6038	...do	N. Y	...do		
6038	...do	N. Y	...do		
6048	Oswego to Cornwall	N. Y	N. Y., O. and W. R. R	17,193 89	27 37
6048	...do	N. Y	...do		
6048	...do	N. Y	...do		
6048	...do	N. Y	...do		
6048	...do	N. Y	...do		
6048	...do	N. Y	...do		
6060	Skaneateles Junc. to Skaneateles	N. Y	S. R. R. Company	243 61	
6073	Rondout to Hobart	N. M	U. and D. R. R	5,609 21	8 96
6073	...do	N. M	...do		
6073	...do	N. M	...do		
6073	...do	N. M	...do		
6079	Poughkeepsie to Boston Corners	N. M	P. H. and B. R. R	1,629 20	2 60
7002	Somerville to Flemington	N. M	P. and R. R. R	698 19	1 11
7026	Highlands to Whiting	N. J	N. J. Sthn. R. R	1,797 21	
7026	...do	N. J	P. and R. R. R	2,599 06	
7031	Atsion to Bridgeton	N. J	P. and R. R. R	1,616 37	2 58
7040	High Bridge to Rockaway	N. J	P. and R. R. R	1,314 99	2 10
7058	Two Bridges Junc. to Stroudsburgh	N. J	N. Y. S. and W. R. R	2,045 58	3 26
7061	Anglesea to Junc. to Anglesea	N. J	Anglesea R. R	224 43	
8018	Scranton to Carbondale	Pa	D. and H. Canal Co	1,402 45	
8094	Oxford to Peter's Creek	Pa	P. Bottom R. R	817 38	1 30

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 9, 1885	On the route	Wet mail	$2 00	
July 3, 1885	Welch	For leaving letter pouch	2 00	
July 23, 1885	On the route	Failure round trip		$1 92
July 4, 1885	Ellensburgh	Failure to arrive		5 75
do	On the route	Failure total		1 66
Sep. 17, 25, 1885	do	Failure on 12 miles each week		4 06
July 4, 1885	do	Failure total		1 18
July 18, 1885	do	do		1 92
Aug. 18, 25, 1885	do	do		16 60
Aug. 10, 14, 17, 1885	Sioux Falls	Failure to arrive		
Aug. 11, 15, 1885	do	Failure to depart		11 79
Aug. 15, 18, 1885	Madison	Failure to arrive		
Aug. 14, 17, 1885	do	Failure to depart		
Aug. 15, 1885	Millbrook	Failure to arrive		2 51
Sept. 29, 1885	Rapid City	Failure to take paper mail		
During quarter, 1885	Custer	Failure to arrive on schedule time.	25 00	
Aug. 10, 17, 26; Sept. 4, 7, 11, 14, 18, 21, 25, 28, 1885.	do	do	15 00	
July 4, 1885	On the route	Failure total		1 70
Sept. 14, 15, 1885	do	do		8 78
Sept. 1, 4, 11, 15, 1885	Mitchell	Failure to depart		
Sept. 2, 5, 12, 16, 1885	do	Failure to arrive		15 67
Aug. 18, 1885	Parsons	Failure to arrive and depart		
During July, 1885	Santa Clara	Failure to supply	5 00	
Sept. 5, 1885	On the route	Failure total		2 46
July 6, 29, 1885	Deadwood	Failure to arrive		
July 7, 30, 1885	do	Failure to depart		15 00
July 4, 1885	Rapid City	Failure to arrive		
July 1, 6, 1885	do	Failure to depart		
July 14, 1885	On the route	Failure total		1 56
Sept. 10, 14, 25, 26, 1885	Devil's Lake	Failure to arrive		
Sept. 14, 1885	Fort Totten	do		7 66
Sept. 14, 25, 1885	do	Failure to depart		
Aug. 21, 27, 1885	On the route	Failure total		5 50
July 16, 1885	Osnabrook	Failure to arrive and depart		3 77
Aug. 22, 29, 1885	On the route	Failure total		9 16
July 5, 1885	Carthage	Failure to connect		3 47
July 1, 1885	Fort Bascom	Failure on departure		
Aug. 13, 27, 1885	Between San Hilario and Fort Bascom.	Failure on 32 miles each way		15 27
Sept. 15, 1885	Swanton	Failure to depart with the mail		6 76
July 1 to Aug. 6, 1885	On the route	Failure to perform service		56 34
Feb. 11, 1885	Oswego	Failure to arrive		
Feb. 17, 18, 1885	do	Failure to arrive and depart		220 57
Feb. 11, 17, 18, 20, 21, 23, 24; Mar 19, 21, 1885.	Suspension Bridge	do		
Jan. 9, 10, 22, 1885; Feb. 29, 1884; Feb. 17, 18; Mar. 20, 21, 1885.	Oswego	do		
Mar. 1; Nov. 10, 1884	do	Failure to arrive		314 76
Feb. 11, 1885	do	Failure to depart		
Feb. 16, 1885	Cornwall Station	Failure to arrive		
Feb. 17, 1885	do	Failure to arrive and depart		
Feb. 18, 1885	do	Failure to depart		
Sept. 23, 24, 1885	Skaneateles	Failure to dispatch the mail	1 00	
Feb. 16, 19, 1885	Rondout	Failure to arrive		
Feb. 17, 20, 1885	do	Failure to depart		40 30
Feb. 17, 18, 1885	Hobart	Failure to arrive and depart		
Feb. 19, 1885	do	Failure to depart		
July 4, 1885	On the route	Failure half trip		2 60
Aug. 4, 1885	do	Failure round trip		2 22
Apr. 1 to May 24; June 21 to 30, 1885.	Between Branchport and Eatontown.	Failure to perform service (3.87 miles).		29 07
During third quarter, 1885	do	do		59 55
July 24, 1885	Atsion	Failure to depart with the mail		1 29
Aug. 4, 1885	Rockaway	Failure to arrive and depart		2 10
do	On the route	Failure round trip		6 52
July 1 to 9, 1885	do	Failure to perform service		5 48
July 13, 1885	Archbald	Failure to receive and dispatch mail.	1 00	
Aug. 4; Sept. 29, 1885	Peter's Creek	Failure to depart		1 39

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
8133	Kinzua Junction to Eldred	Pa	B. B. & N. R. R	$792 01	$1 26
10009	Salisbury to Ocean City	Md	W. & P. R. R	1,327 38	2 12
10024	Baltimore to Delta	Md	Md. Central R. R	2,416 19	3 85
11004	Alexandria to Round Hill	Va	W. O. & W. R. R	3,376 51	5 39
11013	Lynchburgh to Bristol	Va	N. & Western R. R. (R. P. O. cars.)	37,574 85 8,864 00	51 47
11013	....do	Va	....do		
11031	Hagerstown to Roanoke	Va	S. Valley R. R	32,804 64	
12010	Charleston to Point Pleasant	Va	O. Central R. R	2,516 29	4 01
12013	Wheeling to Parkersburgh	W. Va	O. River R. R. Co	6,140 89	4 90 9 80
13006	Salisbury to Warm Springs	N. C	Western N. C. R. R	19,478 88	26 68
15001	Atlanta to Air Line Junction	N. C	R. & D. R. R	58,896 91	40 34 80 64
15001	....do	N. C	2 lines R. P. O. cars	21,442 40	29 37
15001	....do	N. C	....do		
15002	Atlanta to Chattanooga	Ga	Western & A. Rwy	28,177 26	12 86 38 59
15004	Augusta to Atlanta	Ga	Ga. R. R. Co	23,766 93	10 85 32 55
15012	Macon to Atlanta	Ga	Ct'l R. R. & Banking Co	17,754 93	8 10 24 32
15013	Rome to Brunswick	Ga	E. Tenn., V. & Ga. R. R	24,160 39	33 09
15013	....do	Ga	....do		
15021	Camak to Macon	Ga	Ga. R. R	5,846 31	9 33
15023	Brunswick to Albany	Ga	B. & W. R. R	7,782 80	10 66
15023	....do	Ga	....do		
15042	Atlanta to Coalburgh	Ga	Ga. Pacific R. R	10,276 82	14 07
15019	Selma to Cleveland	Ala	E. T., V. & Ga. R. R	24,779 61	
18010	Natchez to Jackson	Miss	N. J. & C. R. R	10,033 51	13 74
18010	....do	Miss	....do		
21016	Galion to Indianapolis	Ohio	C., C., C. & I. R. R	36,816 26	18 09 50 43
21020	Sandusky to Bloomington	Ohio	L. E. & Western R. R	25,011 29	39 95
21020	....do	Ohio	....do		
21026	Cincinnati to Dayton	Ohio	C., H. & D. R. R	10,509 66	3 53 14 39
21033	Columbus to Indianapolis	Ohio	I., B. & W. R. R	17,788 80	13 11 24 35
21042	Cleveland to Cincinnati	Ohio	C., C., C. & I. R. R	64,623 32	23 83 88 52
21042	....do	Ohio	....do		
21050	Dashler to McComb	Ohio	McC., D. & T. R. R	439 47	70
21050	....do	Ohio	....do		
21078	Cincinnati to Dodds	Ohio	C. Northern R. R	2,631 01	4 20
21085	New Richmond Junction to New Richmond.	Ohio	C. & Eastern R. R	626 71	
22001	Indianapolis to Vincennes	Ind	Penna Co	8,489 84	6 78 13 56
22012	Evansville to Terre Haute	Ind	E. & T. H. R. R	14,808 01	
22018	Indianapolis to Peoria	Ind	I., B. & W. R. R	29,505 40	14 88 40 41

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 26, 27, 1885	On the route	Failure round trip		$5 04
Sept. 16, 17, 19, 21, 23, 24, 26, 28, 30, 1885.	Bet. Berlin and Ocean City.	Failure both ways (8.05 miles)		9 89
Aug. 3, 4, 1885	Delta	Failure to arrive and depart		7 70
July 25, 1885	Alexandria	Failure to depart with the mail		2 69
July 7; Aug. 6, 1885	Lynchburgh	Failure to connect		51 47
Aug. 3, 1885	Bet. Big Spring Depot and Bristol.	No R. P. O. car on train south bound.		4 45
Aug. 28; Sept. 4, 1885	Houstans Mines	Failure to exchange mail with north bound train.	$2 50	
Sept. 3, 4, 8, 9, 10, 14, 15, 16, 21, 23, 24, 30, 1885.	Point Pleasant	Failure to connect		24 06
Aug. 13, 29, 1885	Wheeling	Train No. 4 failed to connect		4 90
Aug. 26, 1885	Bet. Asheville and Warm Springs.	Failure both ways (39.5 miles)		11 56
July 3, 5, 7, 20, 25, 28; Aug. 9, 13, 15, 18, 23; Sept. 23, 25, 30, 1885.	Atlanta	Failure to connect		363 06
No. 52, Aug. 5; Sept. 1, 26, 29, 1885.	....do	.....do		
Sept. 16, 1885	On the route	Failure 1 line R. O. cars south trip.		14 68
Sept. 20, 28, 1885	Atlanta	Failure to connect		12 86
July 18; Sept. 6, 1886	....do	.....do		10 5
No. 53, Aug. 1; Sept. 2, 20; No. 1, Sept. 20, 1885.	....do	.....do		16 20
Aug. 11, 1885	Brunswick	.....do		148 90
Sept. 27, 28, 29, 30, 1885	....do	Failure to arrive and depart		
Sept. 23, 1885	Camak	Failure to connect		4 66
Sept. 27, 29, 1885	On the route	Failure round trip		63 96
Sept. 28, 30, 1885	....do	Failure half trip		
July 2, 4, 8, 10, 13, 16, 23, 29, 30, 1885; Aug. 1, 8, 10, 14, 16, 19, 29; Sept. 21, 29, 1885.	Atlanta	Failure to connect		126 63
Aug. 30, 31; Sept. 1, 2, 3, 1885	Red Clay	Failure to deliver and dispatch the mail.	10 00	
Aug. 27, 1885	Natchez	Failure to depart		20 61
Aug. 27, 1885	Jackson	Failure to arrive and depart		
No. 5, Aug. 9; Sept. 3, 5; No. 9, Aug. 20; Sept. 11, 1885.	Indianapolis	Failure to connect		45 22
July 9, 1885	Bloomington	Failure to arrive		59 92
July 10, 1885	....do	Failure to depart		
No. 1, Aug. 28; Sept. 15; No. 85, Aug. 1, 12, 19, 25, 25, 29; Sept. 2, 3, 5, 16, 23, 1885.	Cincinnati	Failure to connect		22 94
Aug. 12, 21, 29, 30, 1885	Indianapolis	.....do		26 22
Sept. 15, 1885	Cleveland	.....do		
No. 1, July 6; Sept. 2, 3, 9, 21, 22; No. 5, Aug. 9; Sept. 6, 13, 27, 1885.	Cincinnati	.....do		131 06
Aug. 8; Sept. 17, 1885	On the route	Failure half trip		4 20
Sept. 18, 21, 1885	....do	Failure round trip		
Apr. 1, 1885	....do	Failure half trip		4 20
Aug. 9 to Sept. 18, 1885	....do	Failure to perform service		69 89
No. 2, Aug. 6, 11, 1885	Indianapolis	Failure to connect		6 78
Sept. 18, 1885	Evansville	For willfully delaying the arrival of the mail due at 6.25 p. m. (train 1), until 9.35 p.m.	12 00	
No. 2, Aug. 8, 19, 22, 26, 27; Sept. 11, 24, 30; No. 4, July 4, 6, 9, 11, 16, 18, 25, 28, 31; Aug. 7, 8, 0, 11, 12, 13, 14, 15, 19, 26, 27, 30; Sept. 1, 2, 8, 10, 11, 12, 14, 15, 17, 18, 19, 22, 23, 24, 28, 30, 1885.	Indianapolis	Failure to connect		334 80

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
22025	Indianapolis to Terra Haute.....	Ind	I. & St. L. R. R	$7,707 90	$2 84 10 55
22028	Fair Oaks to Attica	Ind	C. & G. S. R. R.....	2,408 53	3 84
22035	New Salisbury to Corydon.....	Ind	L., N. A. & C. R. R.....	358 67	28
22035	.....do	Ind	.....do	.....	57
22036	Switz City to Bedford	Ind	B., S. O. & B. R. R.....	1,772 84	2 83
22038	Indianapolis to Chicago	Ind	L., N. A. & C. R. R	13,123 55	9 67
22038	.....do	Ind	.....do	.....	.....
23003	Chicago to Union Pacific Transfer..	Ill	C. & N. R. R.....	91,201 46	72 84
23015	Chicago to Davenport	Ill	C., R. I. & P. R. R	40,194 84	21 40
23017	Chicago to East Saint Louis	Ill	C. & A. R. R	66,111 50	36 28
23017	.....do	Ill	.....do	.....	93 30
23044	Danville to Sidell.....	Ill	C. & E. Ill. R. R	1,015 74	1 62
23055	Decatur to Indianapolis	Ill	I., B. & W. R	10,262 92	7 56
23058	West Lebanon to Le Roy	Ill	W., St. L. & P. R. R.....	3,277 64	5 23
24006	Detroit to Chicago.....	Mich ...	M. Central R. R.....	84,341 13	21 28 115 53
24006	.....do	Mich ...	.....do	.....	.....
24030	East Saginaw to Ithaca.....	Mich ...	S., S. V & St. L. R. R....	2,987 78	4 77
24039	Fort Gratiot to Chicago	Mich ...	C. & G. T. R. R	26,044 49	15 60 35 67
24058	Naventa Station to Metropolis.....	Mich ...	C. & N. W. R. R	1,496 67	2 39
24065	Owasso to Saint Louis.....	Mich ...	T., A. A. & N. M. R. R..	2,306 85	1 84 3 68
25017	Milwaukee to Ashland	Wis	Wis. Central R. R.....	31,511 22	.....
25020	Warren to Mineral Point.....	Wis	C., M. & St. P. Rwy	28,736 56	2 29 4 59
25021	Calamine to Platteville	Wis	.....do	817 68	1 30
26022	Wabasha to Zumbrota.....	Minn ...	.....do	2,583 46	4 12
26024	Mankato to Wells	Minn ...	.....do	1,730 32	2 76
26042	Wadena to Milnar	Minn ...	N. Pacific Rwy.....	5,081 26	.....
26042	.....do	Minn ...	.....do	5,258 93	8 40
28006	Kansas City to Union Pacific Transfer.	Minn ...	K. C., St. J. & C. B. R. R.	34,612 60	25 52 47 41
28010	Kansas City to Cameron	Mo	H. & St. Jo. R. R	10,435 75	7 14 14 29

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 4, July 20; Sept. 19, 21; No. 8, Sept. 9, 21; No. 12, July 28; Aug. 16, 1885.	Indianapolis	Failure to connect		$9 94
.....	Attica	For negligence on the part of company's messenger in failing to deliver the mail which arrived at 6 p. m. Aug. 17, 1885, until the 18th at 10 a. m.	$1 00	
Sept. 1, 1885	New Salisbury	Failure to arrive		1 42
July 3, 31; Aug. 15, 28; Sept. 1, 5, 24, 25, 1885.	Corydon	Failure to connect		
Aug. 6, 8, 11, 12, 14, 18, 21, 22, 24, 25, 28, 31, 1885.	Bedford	....do		18 39
No. 8, July 1, 2, 3, 4, 5, 6, 21, 29, 31; Aug. 2, 4, 6, 7, 18, 22; No. 12, July 1, 2, 3, 4, 6, 29; Aug. 1, 4, 22; Sept. 11, 25, 30, 1885.	Indianapolis	....do		193 40
June 23; July 2, 4, 8, 29; Aug. 1, 3, 13, 14, 19, 21, 22, 28, 1885.	Chicago	....do		
No. 4, June 6; No. 6, Aug. 18, 26, 1885.	....do	....do		109 26
No. 2, Sept. 26; No. 4, Aug. 25, 1885.	....do	....do		21 40
No. 3, Aug. 1; No. 7, Sept. 18, 1885.	....do	....do		
Aug. 2, 3, 1885	Joliet	Negligence on the part of the company in failing to provide its messenger with a tarpaulin or other suitable covering with which to protect the mails while in transit, by reason of which three canvas sacks of newspapers delivered at the post-office were damaged by water, part of the contents being saturated.	10 00	36 28
Aug. 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 31, 1885.	Danville	Failure to connect		21 06
No. 2, Aug. 6, 22; Sept. 24; No. 4, July 4, 30; Aug. 17, 21, 23; Sept. 16, 1885.	Indianapolis	....do		34 02
July 10, 1885	Between West Lebanon and Howard.	Failure both ways (58.24 miles)		7 94
No. 4, Sept. 15, 16, 21, 29; No. 10, Sept. 13, 16, 1885.	Detroit	Failure to connect		
No. 3, July 29; Sept. 1, 15; No. 5, June 29, 1885.	Chicago	....do		106 40
July 9, 1885	Ithaca	Failure to depart		2 38
July 14, 16; Sept. 5, 9, 19, 23, 26, 29, 1885.	Chicago	Failure to connect		62 40
Sept 9, 1885	On the route	Failure half trip		4 78
July 1, 17, 23; Sept. 9, 15, 17, 18, 28, 30, 1885.	Saint Louis	Failure to connect		8 28
July 20, 1885	Westborough	Negligence on the part of company's messenger in failing to dispatch the mail.	5 00	
Aug. 26, 1885	Warren	Failure to connect		1 14
July 23, 24, 1885	Calamine	Failure to depart		1 30
Sept. 28, 1885	On the route	Failure half trip		4 12
Sept. 4, 9, 1885	Mankato	Failure to connect		2 76
July 6, 1885	Wadena	Failure to arrive		
Nov. 25, 1885	....do	Failure to depart		8 40
No. 2, July 28, 31; Aug. 8, 20, 25; Sept. 4, 12, 25; No. 4, July 25, 31; Sept. 2, 1885.	Kansas City	Failure to connect		140 36
No. 1, Mar. 1, 4, 5, 6, 10, 1, 2, 17, 19, 21; Aug. 25, 28; Sept. 20; No. 3, Mar. 2, 5, 6, 20, 31; Aug. 1, 4, 6, 8, 11, 15, 16, 22; Sept. 8, 27, 1885.	....do	....do		96 39

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
34029	Hastings to Oxford	Nebr	R. Valley R. R. (1 line R. P. O. cars).	$15,423 00	$21 12
					3 63
34029	do	Nebr	do	2,652 75	25 00
35001	Sioux City to Scotland	Dak	C., M. & St. P. R. R.	5,717 70	9 13
35009	Millbank to Wilmot	Dak	do	509 53	
35017	Mitchell to Ashton	Dak	do	6,558 19	8 98
	MAIL-MESSENGER SERVICE.				
83032	Bremen to railroad	Ohio	A. Church	57 00	09
83042	Brecksville to railroad	Ohio	Wm. Barnes	187 20	60
83116	Ewington to railroad	Ohio	G. W. Lambert	46 00	07
83125	Franklin Furnace to railroad	Ohio	Mack Eakins.	93 00	15
83259	New Jasper to railroad	Ohio	A. H. Long	99 00	
83324	Mifflinton to railroad	Ohio	S. Benham	63 00	20
83334	Rushville to railroad	Ohio	J. Leckron	84 75	07
83349	Sharonville to railroad	Ohio	P. M. Denham	64 00	10
83384	Twinsburgh to railroad	Ohio	C. O. Baldwin	150 00	21
83384	do	Ohio	do		
83419	Wheelersbugh to railroad	Ohio	T. Bliss	96 00	15
85017	Bentonville to railroad	Ind	F. Ginvich	74 00	12
85035	Chili to railroad	Ind	E. Fetrow	59 75	09
85063	Edwardsville to railroad	Ind	L. Shirley	72 00	11
85076	Gun to railroad	Ind	W. N. Ketchen	84 00	09
85118	Linden to railroad	Ind	J. T. Drake	120 00	10
85132	Murray to railroad	Ind	J. Evesole	120 00	19
85165	No. Indianapolis to railroad	Ind	C. E. Terrell	120 00	11
85167	North Salem to railroad	Ind	C. A. Linn	64 50	10
85205	Scipio to railroad	Ind	J. A. Gobbe	93 00	08
85286	Bretzville to railroad	Ind	J. P. Frick	50 00	08
85289	Lakeville to railroad	Ind	J. Willcoxen	144 00	23
87237	Reddick to railroad	Ill	T. Shimnine	112 00	18
87249	Roseland to railroad	Ill	L. Vanderbelt	104 00	17
87322	Healy to railroad	Ill	C. M. Ten Eyck	95 00	15
89027	Bridgeport to railroad	Mich	A. Webster	84 00	09
89197	Ture to railroad	Mich	C. Becker	96 00	15
89200	Union Pier to railroad	Mich	J. Wildrick	64 00	10
89235	Centre Line to railroad	Mich	J. Bhechel	75 00	24
90155	Schofield to railroad	Wis	M. A. McNaughton	60 00	10
90189	Western Union to railroad	Wis	W. S. Larkin	150 00	16
90221	Boyceville to railroad	Wis	J. Sly	72 00	11
91033	Fridley to railroad	Minn	C. M. Locke	52 00	14
91073	Otto to railroad	Minn	Otto Shook	150 00	96
91131	Central to railroad	Minn	T. Rothwell	72 00	20
92101	Harveyville	Iowa	W. T. Morgan	84 00	13
92128	Lovilia to railroad	Iowa	J. H. Mullen	120 00	10
92213	Summitville to railroad	Iowa	A. Keithler	90 00	14
94088	Quitman to railroad	Mo	H. Johnston	120 00	20
95037	Mammoth Spring to railroad	Ark	H. M. Tunstall	147 50	20
95046	Donaldson to railroad	Ark	C. H. Lowe	79 00	11
96016	Cloutierville to railroad	La	C. Gallien	175 00	48
96025	Fort Pike to railroad	La	J. T. Jones	78 00	1 50
96029	Haasville to railroad	La	F. Ellis	52 00	07
96034	Lamourie Bridge to railroad	La	D. Baker	144 00	18
96063	Forksville to railroad	La	G. A. Fenton	234 00	32
97057	Port Lavaca to railroad	Tex	C. T. Dudgeon, jr	150 00	48
97073	Tioga to railroad	Tex	D. J. Hiser	114 00	16
100045	Fall Leaf to railroad	Kans	M. L. Meinke	72 00	10
100087	Lowell to railroad	Kans	D. N. Merrick	106 00	32
	STEAMBOAT SERVICE.				
1098	Lakeside to Wentworth's Location	N. H	C. A. J. Farrer	350 00	1 66
1096	do	N. H	do		
1096	do	N. H	do		
3094	Wood's Holl to Nantucket	Mass	J. S. Barney	7,875 00	16 76
4095	Watch Hill to railroad	R. I	H. L. Ripley	165 00	
11089	Norfolk to Fredericksburgh	Va	H. Williams	1,200 00	5 76
11089	do	Va	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 24, 26, 28, 1885	On the route	Failure round trip		$126 72
do	do	Failure to run P. O. cars		21 78
July 17, 1885	Scotland	Failure to depart		4 56
July 14, 1885	Wilmot	Failure to dispatch and call for mail.	$1 00	
Sept. 12, 13, 17, 25, 27, 1885	Mitchell	Failure to connect		22 45
During quarter, 1885	On the route	Failure 2 trips		18
Aug. 21, 1885	do	Failure to connect		60
During quarter, 1885	do	Failure 2 trips		14
Sept. 8, 1885	do	Failure 1 trip		15
		Delays in delivery and dispatch of mails.	1 00	
During quarter, 1885	do	Failure 1 trip		20
Sept. 16, 1885	do	do		07
July 6, 1885	do	Failure to connect		10
Aug. 17, 1885	do	Failure 1 trip		63
Aug. 20, 1885	do	Failure 2 trips		
July 21, 1885	do	Failure to connect		15
Sept. 5, 1885	do	Failure 1 trip		12
Aug. 5, 1885	do	do		09
During quarter, 1885	do	do		11
do	do	Failure 3 trips		27
Sept. 29, 1885	do	Failure 1 trip		10
July 14, 1885	do	Failure to perform service		38
During quarter, 1885	do	Failure 1 trip		10
do	do	Failure 3 trips		60
Aug. 26, 1885	do	Failure 1 trip		08
Sept. 10, 1885	do	do		08
During quarter, 1885	do	Failure of 2 connections		46
Aug. 25, 1885 c	do	Failure to connect		18
July 4, 1885	do	Failure 1 trip		17
do	do	do		
Sept. 11, 1885	do	do		09
During quarter, 1885	do	do		
Sept. 17, 1885	do	do		10
During quarter, 1885	do	Failure 2 trips		48
July 20, 1885	do	Failure 1 trip		10
During quarter, 1885	do	do		16
July 25, 1885	do	do		11
Aug. 4, 1885	do	Failure to connect		14
July 4, 1885	do	Failure to perform service		96
July 20, 1885	do	do		20
Sept. 30, 1885	do	do		26
Sept. 29, 1885	do	Failure 1 trip		20
Aug. 18, 1885	do	do		14
Sept. 5, 1885	do	Failure to connect		20
Aug. 16, 1885	do	do		20
During quarter, 1885	do	Failure 7 trips		77
do	do	Failure 4 trips		1 92
do	do	Failure 2 trips		3 00
Sept. 14, 1885	do	Failure to connect		07
During quarter, 1885	do	Failure 21 trips		5 67
do	do	Failure 5 trips		1 60
Sept. 26, 1885	do	Failure to perform service		48
July 8, 27; Aug. 31; Sept. 1, 1885.	do	Failure 1 trip		64
During quarter, 1885	do	do		10
Sept. 8, 9, 1885	do	Failure to perform service		64
July 14, 1885	Lakeside	Failure to arrive		
July 15, 1885	do	Failure to depart		
July 7, 15, 1885	Wentworth's Lotation.	Failure to arrive and depart		4 98
Aug. 4; Sept. 28, 29, 30, 1885	On the route	Failure 4 round trips		67 04
Sept. 14 to 20, 1885	Watch Hill	One trip only instead of 4		7 04
July 11, 15, 18, 22, 23, 29, 1885	Norfolk	Failure to arrive and depart		69 12
July 13, 16, 20, 23, 27, 30, 1885	Fredericksburgh	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STEAMBOAT SERVICE—continued.				
11095	Newport News to Norfolk	Va	J. B. Colegrove	$2,200 00	$1 37
11095	do	Va	do		
11095	do	Va	do		
11095	do	Va	do		
21149	Cincinnati to Maysville to Portsmouth.	Ohio	B. S. and P. P. Co	9,000 00	11 44 5 87
43086	Cosmopolis to Markham	Wash	H. N. Warren	724 00	3 48
43088	Vashon to Tacoma	Wash	William R. Ballard	400 00	1 92
43088	do	Wash	do		
43097	Port Townsend to Semiahmoo	Wash	Gilmore & Lott	5,202 96	2 85
	Remission.				
	STAR SERVICE.				
11313	Jerusalem to Petersburgh	Va	W. S. Hansberger	773 00	2 47

WEEK ENDING SATURDAY,

	STAR SERVICE.				
1176	Franklin to Bristol	N. H	B. W. Beedy	$470 00	
3249	Easton to Railroad Station	Mass	Z. T. Carpenter	270 00	$0 21
3273	Siasconset to Nantucket	Mass	B. W. Beedy	177 00	42
3308	Pottersville to Somerset	Mass	F. S. Smith	130 00	
8236	Oxford to Wakefield	Pa	Z. T. Carpenter	380 00	60
8939	Atlantic to Hartstown	Pa	do	183 00	29
10105	Baltimore to Randallstown	Md	H. E. Wise	300 00	47
10105	do	Md	do		
10105	do	Md	do		
10111	White Hall to Pylesville	Md	W. H. Smith	630 00	1 00
10118	Pikesville to North	Md	do	290 00	46
10121	Cockeysville to Mantua Mills	Md	do	298 00	47
10131	Darlington to Havre-de-Grace	Md	B. W. Beedy	348 00	55
10131	do	Md	do		
10132	Forest Hill to Mill Green	Md	do	378 00	60
10137	Fallston to Monkton	Md	do	530 00	84
10177	Eldorado to Oak Grove	Md	W. H. Smith	260 00	41
10208	Pomorkey to White Plains	Md	T. H. Carpenter	240 00	38
10279	Frederick to Mechanicstown	Md	J. C. Fox	313 00	50
10279	do	Md	do		
10305	Frostburg to Accident	Md	W. H. Smith	830 00	1 32
11493	Danville to Cascade	Va	L. E. Chappel	389 00	1 24
11493	do	Va	do		
11493	do	Va	do		
11493	do	Va	do		
14162	Rehoboth to Abbeville	S. C	J. J. Horton	448 00	1 43
14166	Hamburg to Lenoir	S. C	S. D. Castleman	326 00	1 56
14166	do	S. C	do	155 24	74
14188	Lancaster to Lancaster	S. C	do	888 00	2 83
14193	Taxahaw to Flat Rock	S. C	do	316 00	52
14204	Branchville to Varnville	S. C	E. W. & M. E. Carter	400 00	1 92
14204	do	S. C	do		
14210	Hampton to Ridgeland	S. C	do	400 00	1 92
14210	do	S. C	do		
14214	Beaufort to Ladies Island	S. C	S. D. Castleman	126 00	60
14214	do	S. C	do		
14262	Georgetown to Port Harelson	S. C	J. J. Horton	980 00	1 56
14262	do	S. C	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 24, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 13, 14, 1885.	Newport News ...	Failure to arrive and depart..		
July 5, 12, 19, 20; Aug. 2, 9, 16, 23, 30; Sept. 6, 13, 20, 27, 1885.	....do	Failure to arrive and depart twice.		
July 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 13, 14, 1885.	Norfolk.....	Failure to arrive and depart once each way.	.....	$104 12
July 5, 12, 18, 26; Aug. 2, 9, 16, 23, 30; Sept. 6, 13, 20, 27, 1885.	....do	Failure to arrive and depart twice each way.		
Sept. 22, 1885	Portsmouth.....	Failure to arrive six-times-a-week service.	.....	11 44
July 4, 1885	On the route.....	Performed round trip in sailboat.	.....	4 08
.....do	Tacoma...	Failure to depart.....	.....	4 80
Sept 18, 1885	do	Failure round trip		
Aug. 7, 21, 28, 1885.....	Sehome	Failure to connect with route No. 43189.	.....	4 32

Remit $1.23 of the reduction noted in report for week ended October 17, 1885, it having been shown by late evidence that the trip which failed July 11 was performed on the 12th of July.

OCTOBER 31, 1885, INCLUSIVE.

Sept. 16 to 30, 1885.....	On the route.....	No evidence of service.....	.....	$25 86
July 1, 2, 3, 4, 1885	Easton	Failure 1 trip	.....	1 72
Sept. 28, 29, 30, 1885.....	On the route.....	.....do.....	.....	2 52
During quarter, 1885.....	....do	Failure to perform service....	.....	32 50
Aug. 8, 1885.....	Wakefield	Failure to take the mail	$1 00	.....
Sept. 3, 4, 5, 10, 14, 16, 19, 23, 26, 30, 1885.	Hartstown	Failure to arrive in schedule time.	1 50	.....
July 7, 14, 15, 1885	Baltimore	Failure to depart.....		
July 15, 16, 1885	....do	Failure to arrive	.....	.....4 22
July 8, 1885	On the route.....	Failure round trip		
Aug. 3, 1885	....do	Failure on 15 miles both ways	.....	1 50
July 1, 2, 1885	....do	Failure round trip	.....	3 68
July 1 to 22, 1885	....do	Failure on 3 miles.....	.....	7 65
July 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 24, 25; Aug. 29; Sept. 22, 23, 24, 28, 1885.	Darlington	Failure to arrive in schedule time.	1 50	5 75
Aug. 3, 1885	....do	Wet mail		
.....do	On the route.....	Failure round trip	.....	1 20
.....do	....do	Failure on 11½ miles each way	.....	1 24
July 1, 1885	....do	Failure round trip	.....	1 64
Aug. 7, 1885	....do	.....do.....	.....	1 14
Aug. 3, 1885	....do	Failure on 5 miles each way...		1 64
Aug. 8, 1885	... do	Failure on 11½ miles one way..		
July 22, 1885	...do	Carrier drunk.....	2 00	.....
July 27, 1885	Danville.....	Failure to arrive		
July 26, 1885	....do	Failure to depart		
July 12, 13, 1885	....do	Failure total.....		9 93
July 2, 4, 7, 9, 11, 16, 18, 21, 23, 1885.	....do	Failure on 7 miles each way...		
Sept. 17, 22, 1885.....	On the route.....	Failure round trip.....		5 72
Aug. 8, 1885	Hamburg.....	Failure to arrive and depart ..		
July 27, 1885	....do	Failure to arrive.....	.....	1 52
Sept. 23, 24, 1885.....	On the route.....	Failure round trip	.....	5 66
July 11, 1885	Between Haili's Gold Mine, and Flat Rock.	.....do.....	.....	1 04
Sept. 7, 8, 1885	Branchville	Failure to arrive and depart ..	.....	2 80
Sept. 8, 1885	Varnville.....	Failure to arrive.....	.....	
July 17, 18, 1885	On the route.....	Failure round trip	.....	.....
Aug. 31, 1885	... do	Failure on 10 miles both ways	.....	4 69
Aug 8, 1885	... do	Failure round trip	.....	6 67
Sept. 15 to 30, 1885.....	....do	Failure round trips	.....	
Aug. 25, 1885	Georgetown	Failure to arrive.....	.....	1 56
.....do	....do	Failure to depart	.....	

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
14267	Port Harelson to Fair Bluff	S. C	E. T. Clemmons	$1,371 00	$2 18
14284	Newbury Court-House to Utopia	S. C	M. A. Carlisle	100 00	48
14286	White Hall to Hendersonville	S. C	J. D. Smith	116 00	55
14289	Barnwell to Barnwell	S. C	E. A. Ragan	272 00	86
14290	Davis Bridge to Sawyerville	S. C	do	118 00	56
15118	Cartecay to Young Cane	Ga	C. W. Jones	222 00	1 06
15126	Blairsville to Cleveland	Ga	J. Reese	625 00	99
15150	Elberton to Lincolnton	Ga	C. C. Morse	416 00	2 00
15154	Danielsville to Elberton	Ga	E. T. Cason	360 00	1 73
15207	Athens to Danielsville	Ga	do	390 00	62
15211	Crawford to Elberton	Ga	E. T. Clemmons	440 00	1 40
15213	Washington to Elberton	Ga	S. D. Castleman	596 00	1 90
15226	Covington to Jackson	Ga	do	486 00	1 55
15253	Monticello to Heard	Ga	H. C. McClure	450 00	71
15256	Eatonton to Clopton	Ga	S. D. Castleman	84 00	40
15272	Haddock Station to Hillsborough	Ga	do	326 00	1 04
15272	do	Ga	do		
15299	Macon to Knoxville	Ga	I. Jennings	282 92	1 36
15274	Forsyth to Maynards	Ga	S. D. Castleman	126 00	60
15274	do	Ga	do		
15307	Battle Ground to Mount Vernon	Ga	C. C. Morse	597 00	2 87
15308	Swainsborough to Horace	Ga	B. F. Moss	104 00	1 00
15308	do	Ga	do		
12318	Edin to Harville	Ga	S. D. Castleman	369 00	1 17
15318	do	Ga	do		
15331	Hawkinsville to Jacksonville	Ga	C. C. Morse	640 00	3 07
15336	Perry to Perry	Ga	B. F. Moss	290 00	92
15343	Americus to Church Hill	Ga	C. C. Morse	738 00	1 17
15362	Gum Creek to Tifton	Ga	do	623 00	2 99
15381	Fleming to South Newport	Ga	William Thompson	285 00	1 37
15448	Cochran to Cool Spring	Ga	C. C. Morse	370 00	1 18
15458	Folkston to Satilla Bluff	Ga	J. D. Emerson	1,600 00	2 55
15458	do	Ga	do		
15458	do	Ga	do		
15458	do	Ga	do		
15469	Eatonton to Hillsborough	Ga	H. O. Roop	189 00	90
15469	do	Ga	do		
15469	do	Ga	do		
15470	Traders Hill to Darbyville	Ga	do	467 00	2 24
15477	Hawkinsville to Arabi	Ga	do	187 00	1 75
15483	Ringgold to Judson	Ga	R. A. Lawson	164 00	52
15489	Bullards to Faulk	Ga	J. C. Marcy	190 00	60
17106	Florence to Waynesborough	Ala	A. M. Holt	375 00	1 80
17107	Meridian to Butler	Ala	J. B. Colegrove	767 00	2 45
17157	Friendship to Brookville	Ala	G. C. Brassfield	176 00	84
17191	Jones Chapel to Crane Hill	Ala	G. B. Lester	90 00	43
17200	Collinsville to Lisbon	Ala	J. C. Tiner	129 90	62
17212	Fayette Court-House to Boley Springs.	Ala	G. W. Powell	295 00	1 41
17254	Chulafinnee to Bowden	Ala	J. J. Campbell	495 00	1 58
17270	Samantha to Handy	Ala	C. C. Morse	193 00	1 85
17283	Renfroe to Kellys	Ala	do	61 80	59
17303	Wedowee to Bowden	Ala	W. A. Clifton	310 00	1 49
17323	Marble Valley to Travelers' Rest	Ala	G. C. Brassfield	353 00	1 69
17330	Dadeville to Daviston	Ala	J. J. Campbell	325 00	1 56
17342	York Station to Butler	Ala	J. A. Brantley	1,200 00	1 91
17343	Centerville to Theo	Ala	C. W. Chambers	132 99	1 27
17354	Wetumka to Dadeville	Ala	J. J. Campbell	550 00	2 64
17364	Winchester to Wamack Hill	Ala	H. W. Smith	506 94	2 43
17394	Ramer to Patterson	Ala	P. R. Schnebly	189 00	90
18364	Canton to Carthage	Miss	Hall & Allen	1,189 00	56
18364	do	Miss	do		
20386	Grayson Springs to Clarkson	Ky	J. W. Rodgers	134 00	14
20515	Wade's Mill to Winchester	Ky	J. A. Craft	96 00	46
20515	do	Ky	do		
20576	Vail to Buck Creek	Ky	H. V. Childress	158 00	75
20628	Bandana to Ogden's Landing	Ky	F. H. Ogden	104 00	50
20629	Mount Vernon to Alzey	Ky	M. A. Moore	143 99	69
22143	Newark to Bloomington	Ind	P. R. Schnebly	283 00	90

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 26, 1885	On the route	Failure to observe schedule in the performance of the service.	$10 00	
July 4, 7, 11, 14, 1885	do	Failure round trip		$3 84
During quarter, 1885	do	Failure to perform service		29 00
July 4, 1885	do	Failure round trip		1 72
Aug. 11, 18, 25; Sept. 1, 1885	do	do		4 48
Sept. 21, 22, 1885	Cartecay	Failure to arrive and depart		1 06
Aug. 11, 12; Sept. 8, 1885	Blairsville	Wet and damaged mail	500 00	
Sept. 21, 22, 1885	On the route	Failure on 14 miles both ways		1 43
Sept. 21, 22, 1885	do	Failure on 20 miles both ways		2 16
Aug. 12, 22, 1885	do	Failure round trip		2 48
Sept. 21, 22, 1885	do	Failure on 19 miles both ways		1 97
Sept. 21, 1885	do	Failure on 26 miles both ways		2 74
Sept. 21, 22, 1885	Jackson	Failure to arrive and depart		1 55
Sept. 1, 21, 22, 1885	On the route	Failure on 10½ miles both ways		2 88
Aug. 26; Sept. 15, 19, 22, 26, 29, 1885.	do	Failure round trips		5 60
July 14, 1885	do	Failure half trip		7 28
July 16, 23; Sept. 29, 1885	do	Failure round trips		
Sept. 28, 1885	do	Failure round trip		2 72
Sept. 29, 1885	do	do		
do	do	Failure to perform service on schedule time.	2 00	1 20
Sept. 28, 1885	do	Failure on 43 miles both ways		5 25
Apr. 25; June 6, 1885	do	Failure on 2 miles both ways		2 47
July 11, 1885	do	Failure round trip		
Aug. 31, 1885	do	do		4 68
Sept. 8, 30, 1885	do	Failure half trip		
Aug. 7, 1885	do	Failure round trip		6 14
Sept. 10, 15, 1885	do	do		3 68
Mar. 28, 30, 1885	do	do		4 68
July 1 to 26, 1885	do	No service reported		44 01
Sept. 3, 28, 1885	do	Failure round trip		5 48
July 16, 1885	do	do		2 36
July 16, 22, 1885	Folkston	Failure to arrive		
Sept. 23, 28, 1885	do	Failure to arrive and depart		
Sept. 29, 1885	On the route	Failure on 24 miles both ways		14 62
Sept. 30, 1885	do	Failure on 17 miles both ways		
Aug. 31, 1885	do	Failure on 16½ miles both ways		
Sept, 21, 1885	do	Failure round trip		4 11
Sept. 28, 1885	do	Failure half trip		
Sept. 28, 29, 1885	do	Failure round trip		4 48
July 2, 9, 16, 1885	do	do		10 50
During July, 1885	Judson	Failure to perform service		13 81
Sept. 1 to 9, 1885	On the route	do		4 64
Sept. 29, 1885	Waynesborough	Failure to arrive and depart		1 80
Aug. 28, 29, 1885	Meredian	do		2 45
July 25; Sept. 5, 1885	On the route	Failure round trip		3 36
July 16, 20, 30, 1885	do	do		2 58
Sept. 30, 1885	do	do		1 24
July 2, 3, 1885	do	do		2 82
July 18 to Sept. 30, 1885	Wildwood	For failing and refusing to visit and supply.	20 00	
July 1, 2, 1885	On the route	Failure round trip		3 70
July 4, 1885	do	do		1 18
July 7, 8, 1885	do	do		2 98
Aug. 20, 27, 29; Sept. 21, 1885.	Travelers' Rest	Failure to arrive and depart		6 76
Sept. 21, 22, 1885	do	Failure on 15¼ miles both ways		1 88
July 7; Aug. 29, 1885	York Station	Wet and damaged mail	5 00	
Apr. 25, 1885	On the route	Failure on 10 miles both ways		1 20
Sept. 21, 22, 1885	Wetumka	Failure to arrive and depart		2 64
Sept. 28, 29, 1885	On the route	Failure round trip		2 86
Aug. 1, 1885	do	Failure on 9 miles		1 00
Sept. 29, 1885	do	Failure on 12 miles		
Sept. 26, 28, 1885	Carthage	Wet mail	1 00	1 94
June, July, August, and September, 1885.	On the route	Only 6 trips perf. week performed; 14 required.		41 23
July 4, 1885	Wade's Mill	Carrier 55 minutes late		
July 22, 25, 1885	do	Carrier half hour or more late.	1 00	
During quarter, 1885	On the route	Failure on 10½ miles each trip.		24 81
Aug. 20 to Sept. 24, 1885	do	Failure to perform service		10 17
do	do	do		14 08
Sept. 29, 1885	Newark	Wet mail	1 00	
July 1, 2, 1885	On the route	Failure round trip		3 70
July 4, 1885	do	do		1 18
July 7, 8, 1885	do	do		2 98
Aug. 20, 27, 29; Sept. 21, 1885.	Travelers' Rest	Failure to arrive and depart		6 76
Sept. 21, 22, 1885	do	Failure on 15¼ miles both ways		1 88
July 7; Aug. 29, 1885	York Station	Wet and damaged mail	5 00	
Apr. 25, 1885	On the route	Failure on 10 miles both ways		1 20
Sept. 21, 22, 1885	Wetumka	Failure to arrive and depart		2 64
Sept. 28, 29, 1885	On the route	Failure round trip		2 86
Aug. 1, 1885	do	Failure on 9 miles		1 00
Sept. 29, 1885	do	Failure on 12 miles		
Sept. 26, 28, 1885	Carthage	Wet mail	1 00	1 94
June, July, August, and September, 1885.	On the route	Only 6 trips perf. week performed; 14 required.		41 23
July 4, 1885	Wade's Mill	Carrier 55 minutes late		
July 22, 25, 1885	do	Carrier half hour or more late.	1 00	
During quarter, 1885	On the route	Failure on 10½ miles each trip.		24 81
Aug. 20 to Sept. 24, 1885	do	Failure to perform service		10 17
do	do	do		14 08
Sept. 29, 1885	Newark	Wet mail	1 00	

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
2447	White Fish Point to Bay Mills	Mich	A. J. Smith	$310 85	$6 47
2447	do	Mich	do		
24553	Bay Mills to South Saint Marie	Mich	M. A. Moore	338 00	1 62
24553	do	Mich	do		
27246	Mount Etna to Corning	Iowa	W. F. Hansberger	443 00	70
27420	Marion to Cedar Rapids	Iowa	Z. T. Carpenter	368 00	29
27420	do	Iowa	do		
27464	Webster City to Tunnel	Iowa	S. A. Pond	268 50	85
28149	Kaseyville to Callao	Mo	W. G. Tiler	308 00	49
28197	Readsville to Fulton	Mo	J. D. Smith	340 50	1 08
28339	Butler to Appleton City	Mo	J. A. Craft	456 34	1 46
28339	do	Mo	do		
28480	Mine La Motte to Railroad	Mo	R. Ritter	197 00	15
28549	Ava to West Plains	Mo	E. J. Milton	890 00	2 85
28549	do	Mo	do		
28667	Orla to Fyan	Mo	E. J. Melton	124 00	1 19
28673	Trenton to Alpha	Mo	F. T. Welch	83 00	79
28770	Osceola to Schell City	Mo	W. F. Hansberger	519 00	1 66
28770	do	Mo	do		
29346	De Ann to Prescott	Ark	V. Boreing	188 00	90
29346	do	Ark	do		
29455	Yellville to Tousey	Ark	J. L. Jones	108 00	1 03
29455	do	Ark	do		
31410	Mount Pleasant to Mount Vernon	Tex	G. M. Snodgrass	419 00	66
31671	Fort Davis to Presidio	Tex	do	4,786 00	7 63
				2,954 62	1 78
					5 79
31916	Jonesborough to Pancake	Tex	G. D. Jackson	118 00	52
31916	do	Tex	do		
32110	Fort Smith to McAlester	Ind. T	H. C. Slavens	1,767 66	94
32120	Wetumka to Paul's Valley	Ind. T	S. P. Wheeler	1,579 83	7 58
32125	Tishomingo to Gainesville	Ind. T	J. B. Colegrove	401 66	3 85
32127	Arkansas City to Pawhuska	Ind. T	M. A. Thompson	970 00	3 10
32129	Caldwell to Fort Sill	Ind. T	J. R. Miner	8,900 00	14 20
32129	do	Ind. T	do		
32140	Mill Creek to Spanish Fort	Ind. T	V. Boreing	497 00	4 77
32140	do	Ind. T	do		
32140	do	Ind. T	do		
32142	Coo-y-yah to Locust Grove	Ind. T	W. S. Maxwell	309 00	99
32145	Darlington to Silver City	Ind. T	do	246 00	1 18
32149	Okmulgee to Econtuchka	Ind. T	J. A. Adams	450 00	4 32
32150	Redland to Fort Smith	Ind. T	W. B. Cantwell	257 92	1 23
32150	do	Ind. T	do		
32154	Doaksville to Mountain	Ind. T	G. D. Jackson	596 00	5 73
32156	Oak Lodge to Tamaha	Ind. T	J. R. A. Handry	430 00	2 06
32156	do	Ind. T	do		
32156	do	Ind. T	do		
32156	do	Ind. T	do		
32160	Walnut Grove to Lukfata	Ind. T	G. D. Jackson	140 00	1 34
32160	do	Ind. T	do		
33330	Cottonwood Falls to El Dorado	Kans	J. D. Emerson	1,084 37	2 38
33335	Girard to Mount Carmel	Kans	J. D. Emerson	251 53	80
33335	do	Kans	do		
33336	Osage Mission to Humboldt	Kans	B. A. Workman	650 00	30
33336	do	Kans	do		46
33336	do	Kans	do		
33336	do	Kans	do		
33336	do	Kans	do		
33337	Fredonia to Independence	Kans	J. D. Emerson	387 00	1 24
33338	Fredonia to Howard	Kans	Jno. Cross	645 00	2 06
33343	Howard to Elgin	Kans	S. P. Wheeler	1,072 00	1 70
33343	do	Kans	do		
33344	Howard to Sedan	Kans	W. H. Smith	744 00	1 18
33346	Grenola to Cedar Vale	Kans	J. D. Emerson	542 00	86
33350	Sherman City to Columbus	Kans	B. Magoffin	536 66	85
33350	do	Kans	do		
33351	Baxter Springs to Coffeyville	Kans	M. A. Thompson	795 00	2 54
33351	do	Kans	do		
33351	do	Kans	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During July, 1885	On the route	Failure 1 round trip	.....	$38 82
During August, 1885	....do	Failure 2 round trips	.....	
July 16 to Aug. 16, 1885	....do	Failure to perform service	$2 00	29 39
Aug. 2, 1885	Bay Mills	Wet mail		
Aug. 24, 25, 26, 1885	Mount Etna	Failure to arrive and depart	.....	2 10
Aug. 11, 1885	Marion	No departure at 5.30 p. m. and no arrival at 10.45 a. m.	.....	20 37
July 1 to Aug. 19, 1885	On the route	Failure to perform ¼ of the required service.		
During quarter, 1885	Tunnel	Failure to observe schedule	2 00	.....
July 4, 1885	On the route	Failure to perform service	.....	1 00
Sept. 8, 1885	....do	Failure half trip	.....	1 08
Sept. 5, 12, 1885	Appleton City	Failure to arrive	.....	2 92
Sept. 4, 11, 1885	....do	Failure to depart		
During quarter, 1885	On the route	Failure to perform half of service.	.....	24 62
July 3, 4, 1885	....do	Failure half trip	.....	6 82
July 13, 16, 1885	....do	Failure on 23 miles		
July 4, 1885	....do	Failure to perform trip	.....	2 38
July 3, 1885	....do	.....do	.....	1 58
July 1, 3, 20; Sept. 8, 10, 12, 15, 17, 1885.	Osceola	Failure to arrive	.....	12 45
July 2, 21; Sept. 8, 10, 12, 15, 17, 1885.	...do	Failure to depart		
Sept. 29, 1885	De Ann	Failure arrive and depart	.....	1 80
Sept. 30, 1885	Prescott	.....do		
Aug. 27, 1885	Yellville	Failure to arrive	.....	1 54
.....do	Tonsey	Failure to arrive and depart		
Sept. 8, 1885	On the route	Failure total	.....	1 98
Sept. 15, 1885	Between Martha and Presidio.	Failure on a portion of the 3 times a week part of route estimated at half a trip.	.....	5 79
Aug. 4, 11, 1885	On the route	Failure total	.....	2 60
Sept. 22, 1885	Pancake	Failure to arrive and depart		
July 21; Aug. 4, 11, 18, 21, 28; Sept. 4, 1885.	McAlester	.....do	.....	39 55
July 2, 6, 13, 1885	On the route	Failure on 43 miles each way	.....	20 16
July 1, 8, 885	Gainesville	Failure to arrive and depart	.....	7 70
July 3, 10, 1885	Pawhuska	.....do	.....	6 20
July 1, 11, 14, 1885	Caldwell	Failure to arrive	.....	35 50
July 3, 4, 1885	Fort Sill	.....do		
July 3, 1885	Mill Creek	.....do	.....	7 15
July 1, 1885	Spanish Fort	.....do		
July 2, 1885	....do	Failure to depart		
July 6, 8, 10, 13; Aug. 14; Sept. 9, 11, 1885.	On the route	Failure on 7 miles	.....	5 73
July 4; Sept. 1, 1885	....do	Failure total	.....	4 72
July 7, 14, 1885	....do	Failure on 8 miles	.....	2 09
July 18; Sept. 12, 1885	Redland	Failure to arrive and depart	.....	3 69
July 18, 1885	Fort Smith	.....do		
Aug. 13, 14; Sept. 3, 4, 1885	On the route	Failure total	.....	22 92
July 8; Aug. 1, 5, 1885	Oak Lodge	Failure to arrive	.....	21 63
July 7, 31; Aug. 4, 1885	....do	Failure to depart		
July 3, 7; Aug. 1, 5, 1885	Tamaha	Failure to arrive		
July 4, 8; Aug. 2, 6, 1885	....do	Failure to depart		
July 1, 1885	On the route	Failure total	.....	3 49
July 5, 1885	....do	Failure on 7 miles		
July 11, 1885	....do	Failure on 23½ miles each way	.....	2 17
July 4; Sept. 7, 1885	On the route	Failure total	.....	4 71
Sept. 5, 1885	....do	Failure on 17¼ miles		
July 2, 4; Sept. 7, 1885	....do	Failure on 4 miles each way	.....	6 86
July 3, 6; Sept. 7, 1885	Humboldt	Failure to arrive		
July 4, 7; Sept. 8, 1885	....do	Failure to depart		
July 7, 1885	Erie	Failure to arrive		
July 3, 1885	...do	Failure to depart		
Sept. 5, 8, 15, 1885	On the route	Failure on 6 miles	.....	1 53
July 3; Sept. 7, 1885	Howard	Failure to arrive and depart	.....	4 12
Sept. 7, 1885	....do	.....do	.....	2 55
Sept. 5, 1885	Elgin	Failure to arrive		
Sept. 7, 1885	Howard	Failure to arrive and depart	.....	1 18
.....do	On the route	Failure total	.....	1 72
July 2, 3, 4; Sept. 7, 8, 9, 1885.	Sherman City	Failure to arrive and depart	.....	6 80
July 2, 4, 1885	Columbus	.....do		
July 4, 7, 9; Sept. 8, 10, 15, 1885.	Baxter Springs	.....do	.....	17 78
July 4, 1885	Coffeyville	Failure to arrive		
July 3, 1885	....do	Failure to depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Satte.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33352	Mathewson to Island	Kans	A. E. Boone	$106 18	$0 50
33352	do	Kans	do		
33355	Mound Valley to Deerton	Kans	C. E. Bushnell	176 73	50
33355	do	Kans	do		
33355	do	Kans	do		
33355	do	Kans	do		
33357	Independence to Sedan	Kans	W. H. Smith	560 00	1 79
33358	do	Kans	B. Magoffin	929 60	1 48
33359	Coffeyville to Sedan	Kans	J. R. Miner	1,140 00	1 81
33359	do	Kans	do		
33362	Otto to Arkansas City	Kans	B. Magoffin	325 35	1 04
33362	do	Kans	do		
33363	Glen Grouse to Cambridge	Kans	W. H. Smith	116 00	55
33366	Winfield to Sedan	Kans	G. W. Leggett	1,232 00	97
33366	do	Kans	do		
33366	do	Kans	do		
33368	Arkansas City to Caldwell	Kans	M. A. Thompson	490 00	1 57
33368	do	Kans	do		
33368	do	Kans	do		
33368	do	Kans	do		
33376	Towanda to Peabody	Kans	C. E. Bushnell	335 67	1 61
33376	do	Kans	do		
33380	McPherson to Newton	Kans	do	624 02	2 00
33380	do	Kans	do		
33380	do	Kans	do		
33380	do	Kans	do		
33382	McPherson to Hutchinson	Kans	M. A. Thompson	535 00	1 71
33384	Lake View to Burrton	Kans	W. H. Smith	280 50	90
33386	Lindsborg to Ellsworth	Kans	D. F. Thomas	689 00	51
33386	do	Kans	do		
33388	Newton to El Dorado	Kans	J. D. Emerson	684 00	2 19
33388	do	Kans	do		
33407	Mona to Pretty Prairie	Kans	B. Magoffin	140 00	67
33413	Lyons to Wilson	Kans	J. R. Tupper	865 14	2 77
33413	do	Kans	do		
33413	do	Kans	do		
33421	Great Bend to Ness City	Kans	B. Magoffin	1,960 00	3 12
33421	do	Kans	do		
33424	Neola to Sterling	Kans	J. D. Emerson	748 00	2 39
33424	do	Kans	do		
33441	Hodgeman to Cowland	Kans	J. R. Tupper	569 98	2 73
33441	do	Kans	do		
33441	do	Kans	do		
33451	Randolph to Alert	Kans	M. A. Thompson	128 00	61
33453	Mankato to Guide Rock	Kans	J. F. Harris	596 00	1 91
33478	Wagnerville to Phillipsburgh	Kans	P. R. Schnebly	89 00	42
33484	Climax to Neal	Kans	do	252 97	80
33496	Wano to Tuttle	Kans	H. Tisedale	984 00	4 73
33497	Lincoln to Wilson	Kans	P. R. Schnebly	623 00	2 00
33497	do	Kans	do		
33497	do	Kans	do		
33497	do	Kans	do		
33505	Walnut to Uniontown	Kans	W. S. Maxwell	232 30	1 11
33505	do	Kans	do		
33511	Columbus to Chetopah	Kans	do	219 00	1 05
33511	do	Kans	do		
33511	do	Kans	do		
33511	do	Kans	do		
33517	McCoy to Odee	Kans	do	107 00	1 02
33524	Huron to Severance	Kans	V. Boreing	463 55	73
33532	Hickman to Fall River	Kans	do	178 00	
33538	Jetmore to Kidderville	Kans	P. R. Schnebly	286 80	1 37
33546	Middleton to Yates Center	Kans	F. S. Smith	184 00	88
34548	Como to LeRoy	Kans	J. Stuart	107 00	34
33551	Mineral Point to Westphalia	Kans	J. B. Colegrove	330 78	52
33559	Kingman to Haynesville	Kans	G. W. Chambers	231 93	2 23
33559	do	Kans	do		
33559	do	Kans	do		
33559	do	Kans	do		
33561	Anthony to Corwin	Kans	H. Tisedale	247 00	1 18
33572	Irving to Randolph	Kans	J. E. Mason	604 38	96
33577	Belleville to Scandia	Kans	I. W. Kidder	350 00	55
33580	Greystone to Neodesha	Kans	F. S. Smith	866 00	1 38
43580	do	Kans	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 4, 7; Aug. 25, 1885	On the route	Failure total		$5 50
July 11; Sept. 5, 8, 12, 1885	do	Failure on 5 miles each way		
July 4; Sept. 5, 8, 1885	Mound Valley	Failure to arrive		3 00
July 2; Sept. 5, 8, 1885	do	Failure to depart		
do	Deerton	Failure to arrive		
July 4; Sept. 5, 8, 1885	do	Failure to depart		
Sept. 7, 1885	Sedan	Failure to arrive and depart		1 79
Sept. 5, 7, 8, 1885	do	do		4 44
Aug. 12; Sept. 8, 12, 14, 1885	do	Failure to arrive		7 24
Aug. 12; Sept. 7, 12, 14, 1885	do	Failure to depart		
July 6, 1885	Otto	Failure to arrive and depart		3 12
July 2; Sept. 8, 1885	Arkansas City	do		
Sept. 8, 1885	On the route	Failure total		1 10
do	do	Failure on 21 miles		5 92
Sept. 7, 1885	Sedan	Failure to arrive and depart		
Sept. 5, 1885	Dexter	do		
July 2, 14, 1885	Arkansas City	Failure to arrive		5 49
July 3, 1885	do	Failure to depart		
July 3, 13, 1885	Caldwell	Failure to arrive		
July 4, 14, 1885	do	Failure to depart		
Aug. 4, 1885	Peabody	Failure to arrive		1 51
Aug. 5, 1885	do	Failure to depart		
Aug. 4, 1885	McPherson	Failure to arrive		5 00
Aug. 5, 1885	do	Failure to depart		
Aug. 5, 7, 1885	Newton	Failure to arrive		
Aug. 4, 1885	do	Failure to depart		
Aug. 12, 13, 1885	On the route	Failure total		3 42
July 20; Aug. 7, 1885	do	Failure on 14 miles each way		2 10
July 31; Sept. 7, 1885	Ellsworth	Failure to arrive		3 54
Aug. 1; Sept. 8, 1885	do	Failure to depart		
July 1; Aug. 5, 1885	Newton	Failure to arrive		4 38
July 2; Aug. 6, 1885	do	Failure to depart		
Aug. 1, 1885	On the route	Failure total		1 34
July 17, 1885	Wilson	Failure to arrive		2 77
July 18, 1885	do	Failure to depart	$3 00	
do	Hollyrood	Failure to supply 6 times		
July 17, 1885	Great Bend	Failure to arrive		3 12
July 18, 1885	do	Failure to depart		
July 2, 1885	Neola	Failure to arrive		2 39
July 3, 1885	do	Failure to depart		
do	Hodgeman	do		4 09
do	Cowland	Failure to arrive		
July 4, 1885	do	Failure to depart		
July 7, 14, 21, 28;; Aug. 4, 11, 15, 18, 25; Sept. 8, 15, 22, 29, 1885.	Alert	Failure to arrive and depart		7 93
July 4, 1885	Mankato	do		1 91
July 7, 21, 1885	On the route	Failure total		1 68
July 2, 11; Sept. 5, 8, 1885	Neal	Failure to arrive and depart		3 20
Sept. 17, 18, 1885	On the route	Failure total		9 46
July 4, 28; Aug. 25, 1885	Lincoln	Failure to arrive		13 00
July 3, 21; Aug. 3, 21, 1885	do	Failure to depart		
July 3, 27, 31; Aug. 24, 1885	Wilson	Failure to arrive		
July 4, 28; Aug. 25, 1885	do	Failure to depart		
July 4, 1885	On the route	Failure tota		3 33
Sept. 5, 1885	Uniontown	Failure to arrive and depart		
July 4; Aug 1, 1885	On the route	Failure total		7 24
July 7, 1885	do	Failure on 8 miles each way		
July 11, 1885	do	Failure on 11 miles		
Sept. 8, 1885	do	Failure on 14 miles		
July 19, 26: Aug 2, 9, 1885	do	Failure total		8 16
Sept. 7, 29, 1885	do	do		2 92
During quarter, 1885	do	Failure to perform service		44 50
July 4, 1885	do	Failure total		2 74
Aug. 25, 1885	do	do		1 76
July 2, 4, 1885	do	do		1 36
July 2, 17, 1885	Mineral Point	Failure to arrive and depart		1 04
July 2, 9, 30, 1885	Kingman	Failure to arrive		10 03
July 1, 8, 1885	do	Failure to depart		
do	Haynesville	Failure to arrive		
July 2, 9, 1885	do	Failure to depart		
July 4, 7, 11, 18, 21, 25, 1885	On the route	Failure total		16 52
July 4, 1885	do	do		1 92
do	do	do		1 10
July 2; Aug. 12; Sept. 5, 7, 8, 1885.	Greystone	Failure to arrive and depart		11 04
Sept. 5, 7, 8, 1885	Neodesha	do		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
33586	Conway Springs to Levy	Kans	P. R. Schnebly	$112 30	$0 53
33587	Swedonia to Mayfield	Kans	W. N. Gibbs	93 00	
35369	Steele to Washburn	Dak	A. A. Call	769 00	7 39
37110	Fort Fetterman to Deer Creek	Wyo	H. N. Warren	553 90	2 66
44102	Astoria to Gray's River	Oreg	T. S. Barr	250 00	2 40
44131	Grande Ronde to Oretown	Oreg	S. H. Rock	698 00	3 35
44147	Corvallis to Newport	Oreg	H. A. Lawton	2,420 00	7 75
44242	Summer Lake to Silver Lake	Oreg	J. D. Carr	300 00	2 88
45135	Aurora to Bridgeport	Oreg	O. J Salisbury	1,944 00	2 66
45147	Grantville to Belmont	Nev	H. N. Warren	3,744 00	11 99
45160	Downeyville to Woodruff	Nev	do	433 10	4 16
45160	do	Nev	do		
45160	do	Nev	do		
46107	Martinez to San Ramon	Cal	T. S. Moore	480 00	76
46143	Fort Jones to Oro Fino	Cal	A. E. Boone	199 00	95
46164	Beckwith to Greenville	Cal	T. Neal	2,596 00	4 14
46402	Junction City to Coens	Cal	J. S. Brown	1,763 33	16 94
46407	San Andreas to Valley Springs	Cal	J. Culverhouse	394 00	62
46440	Pala to Nellie	Cal	J. R. Damron	240 00	1 15
	RAILROAD SERVICE.				
15003	Atlanta to West Point	Ga	A. & W. P. R. R	17,254 47	17 81 23 63
19018	Johnson City to Cranberry	Tenn	E. T. & W. N. C. R. R	1,444 95	2 30
23042	Chicago to Danville	Ill	C. & E. Ill. R. R	14,213 55	8 51 19 47
26051	Rush City to Grantsborough	Minn	St. P. & D. R. R	741 28	1 18
26051	do	Minn	do		
26051	do	Minn	do		
26051	do	Minn	do		
27009	Villisca to Burlington Junction	Iowa	C., B. & Q. R. R	1,932 98	3 08
27009	do	Iowa	do		
27009	do	Iowa	do		
27009	do	Iowa	do		
27016	Washington to Knoxville	Iowa	C., R. I. & P. R. R	4,704 81	7 51
27016	do	Iowa	do		
27017	Davenport to Leavenworth. Branch	Iowa	do	329 33	45
27017	Cameron to Kansas City	Iowa	do	42,814 04	127 40
27031	Des Moines to Fort Dodge	Iowa	D. M. & F. D. R. R	6,597 65	
27067	Humeston to Shenandoah	Iowa	H. & S. R. R	5,910 25	9 44
27076	Summerset to Winterset	Iowa	C. R. I. & P. R. R	1,659 04	2 65
27076	do	Iowa	do		
27076	do	Iowa	do		

fiscal year ending June 30, 1886—Continued.

OCTORER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 4, 1885	On the route	Failure total		$1 06
July 1 to Sept. 8, 1885	..do	Failure to perform service		17 69
Sept. 11, 1885	Washburn	Failure to arrive and depart		7 39
July 4, 1885	On the route	Failure round trip		5 32
July 31, 1885	Astoria	Failure to arrive		1 20
Sept. 12, 1885	Oretown	Wet mail	$5 00	
Oct. 23, 1884	Newton	Carrier broke open door of post-office and took pouch therefrom.	25 00	
During quarter, 1884	On the route	Failure round trip		5 76
Aug. 6, 1884		Pouch, Brodie to Hawthorne, delivered at Aurora by mistake, and the Aurora pouch carried through to Fletcher and returned at 12 noon.	2 50	
During quarter, 1885	On the route	Failure half trip		11 99
July 11 to 13, 18 to 20, 25 to 27; Aug. 1 to 3, 7 to 9, 1885.	....do	Failure 5 round trips		46 76
July 4, 1885	Woodruff	Failure to arrive		
July 6, 1885	....do	Failure to depart		
May 8 to Sept. 30, 1885	Martinez	Failure to arrive on time	5 00	
July 4, 1885	On the route	Failure round trip		1 90
		Schedule disregarded; two mails received at Beckwith Mondays; none on Tuesdays, during June, July, August, and larger part of August.	25 00	
Apr. 28; May 12, 16, 1885	On the route	Gross negligence of drunken carrier losing pouch with valuable registered mail, which was out all night; not found until the next day.	100 00	
July 10, 16, 21, 24, 30; Aug. 21, 25, 28, 1885.	Valley Springs	Failure to arrive in time to make up the mail for the train; left pouch on platform, and did not deliver it at office.	5 00	2 50
July 11 14, 18, 21, 25, 1885	On the route	Failure 5 round trips		11 50
July 8, 1885	Atlanta	Failure to connect		$5 90
July 13, 1885	Cranberry	Failure to arrive and depart		2 30
June 27, 1885	Chicago	Failure to connect		4 25
July 15; Sept. 25, 1885	Rush City	Failure to arrive and depart		
Sept. 29, 1885	....do	Failure to arrive		
July 15, 27, 1885	Grantsborough	Failure to depart		4 72
Sept. 25, 1885	....do	.....do		
Aug. 24, Sept. 30, 1885	Villisca	Failure to arrive		
Aug. 25, 1885	....do	Failure to arrive and depart		
Aug. 24, 25; Sept. 30, 1885	Burlington	Failure to depart		73 81
Aug. 26 to Sept. 6, 1885	On the route	Failure to perform service		
Aug. 24, 1885	Washington	Failure to arrive and depart		
.....do	Knoxville	Failure to arrive		11 26
No. 1, Apr. 1; May 21; June 13, 21; July 17; Sept. 20. No. 5, Apr. 2; June 12; Aug. 24, 1885.	Kansas City	Failure to connect		1 08
During quarter	Between Tara and Fort Dodge.	Failure to perform service		115 11
Aug. 24, 1885	Between Humeston and Clearfield.	Failure on 59.28 miles both ways.		9 87
Aug. 26, 27, 1885	Between Somerset and Patterson.	Failure round trip		
Aug. 24, 1885	....do	Failure on 19.54 miles both ways.		22 90
Aug. 25, 28, 29, 1885	Between Somerset and Bevington.	Failure on 14.94 miles both ways.		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
27084	Des Moines to Cainesville	Iowa	D. M., O. & S. R. R	$5,017 56	$8 01
27089	Sac City to Kingsley	Iowa	C. & N. W. R. R	3,146 00	5 02
27089	do	Iowa	do		
28022	East Saint Louis to Kansas City	Mo	C. & A. R. R	37,051 21	25 37
28045	Cape Girardeau to Wappapello	Mo	C. G. S. W. R. R	2,268 15	3 62
28045	do	Mo	do		
29004	Trippe to Warren	Ark	L. R., M. R. & T. R. R	2,484 65	3 96
30006	Clinton to Port Hudson	La	L., N. O. & T. R. R	933 23	
31025	Texarkana to Gatesville	Tex	Tex. & St. L. R. R	19,964 98 19,522 45	27 34 26 74
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do	19,964 98 19,522 45	27 34 26 74
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	Texarkana to Gatesville	Tex	Tex. & St. L. Ry	19,964 98 19,522 26	27 34
31025	do	Tex	do		26 74
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31035	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31022	do	Tex	do		
31025	do	Tex	do		
31024	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 24, 25, 26, 27, 28, 1885	Des Moines	Failure to arrive and depart		$40 05
Sept. 25, 1885	Sac City	Failure to depart		7 53
——do	Kingsley	Failure to depart and arrive		
No. 48, July 15; Aug, 27; Sept. 2, 13, 27; No. 6, Sept. 3, 1885.	Kansas City	Failure to connect		76 11
May 2, 1885	Wappapello	Failure to arrive and depart		
June 12, 1885	On the route	Failure on 7.09 miles both ways.		4 60
Sept. 14, 1885	Warren	Failure to depart with the mail.		1 98
During quarter, 1885	Between Ethel and Port Hudson.	Only twice a week service performed.		98 54
July 25; Sept. 3, 5; Oct. 31; Nov. 16; Dec. 11, 1883; June 12, 1884; Jan. 14; June 2, 1885.	Texarkana	Failure to arrive		
Sept. 15; Oct. 28; Dec. 14, 1883; Feb. 21; Mar. 8; May 14, 16, 1885.	——do	Failure to depart		573 54
Oct. 23, 24; Dec. 13, 1883; Feb. 4; May 23; Nov. 23, 1884; Apr. 22, 4885.	——do	Failure to arrive and depart		
June 3, 5; Aug. 9, 1885	Gatesville	Failure to arrive		
June 4, 6; Aug. 10, 1885	——do	Failure to depart		
May 23, 1884; June 1, 2, 1885	——do	Failure to arrive and depart		
Feb. 9; May 22; Dec. 17, 1884; Jan. 21; May 26, 1885.	Texarkana and McGregor.	Failure on 277.37 miles both ways.		
Feb. 15; Apr. 30; May 2, 3, 4; Dec. 14, 19, 21, 27, 28, 1884; Jan. 18, 1885.	Between Texarkana and McGregor.	Failure on 277.37 miles one way.		
May 5, 24, 25, 1885	Between Texarkana and Corsicana.	Failure on 202.67 miles both ways.		
May 3, 4, 21, 26, 27, 28, 1884	——do	Failure on 202.67 miles one way.		
May 6, 1884	Between Texarkana and Kerens.	Failure on 188.2 miles both ways.		
June 3, 1884	Between Tyler and McGregor.	Failure on 149.20 miles both ways.		
May 9, 21; June 4, 5, 6, 1884	——do	Failure on 149.20 miles one way.		
June 7, 1884	Between Tyler and Corsicana.	Failure on 74.5 miles both ways.		
May 28; June 4, 6, 8, 1884	——do	Failure on 74.5 miles both ways.		
Aug. 10, 1884	Betw. Waco and McGregor	Failure both ways 19.20 miles		
June 8; May 20, 21, 1885	——do	Failure one way 19.20 miles		
April 29, 1884	Betw. Texarkana and Belden.	Failure one way 43 miles		
April 30, 1884	Betw. Texarkana and Pittsburgh.	Failure one way 72.67 miles		
May 1, 1884	Betw. Texarkana and Tyler.	Failure one way 128.17 miles		1, 131 37
May 26, 27, 1884	Betw. Big Sandy and Corsicana.	Failure one way 96.1 miles		
May 29, 1884	Betw. Tyler and Winona.	Failure one way 13.8 miles		
June 5, 1884	Betw. Tyler and Gatesville.	Failure one way 176.25 miles		
June 9, 1884; May 25, 1885	Betw. McGregor. and Corsicana	Failure one way 74.70 miles		
Apr. 23, 24; May 29, 30, 1885	Betw. Waco and Tyler.	Failure one way 130 miles		
May 30, 31, 1885	Betw. McGregor and Gatesville.	Failure both ways 27.05 miles.		
May 27, 1885	Betw. Kerens and McGregor.	Failure one way 89.17 miles		
May 27, 1885	Betw. Gatesville and Waco.	Failure one way 46.25 miles		
May 28, 29, 1885	Betw. McGregor and Gatesville.	Failure one way 27.05 miles		
May 28, 1885	Betw. Ingersoll and Gatesville.	Failure one way 291.42 miles		

Reports of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
31025	Texarkana to Gatesville	Tex	Tex. & St. L. Rwy		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31025	do	Tex	do		
31012	Houston to Orange	Tex	Tex. & N. O. R. R.	$13,626 62	$17 29
31016	Corpus Christi to Laredo	Tex	Tex. & Mexican R. R	8,574 36	13 69
31016	do	Tex	do		
31019	Indianola to Cuero	Tex	G. W. T. & P. R. R	2,853 13	4 55
31019	do	Tex	do		
31024	Navasota to Montgomery	Tex	C. C. & S. Fé. R. R.	1,204 26	1 64
31024	do	Tex	do		
31024	do	Tex	do		
	MAIL-MESSENGER SERVICE.				
61072	Willowdale to railroad	N. H	C. D. Tarbell	33 00	08
73141	Lee Mont to railroad	Va	B. T. Phillips	135 00	21
74029	Piney Grove to railroad	W. Va	E. Hunt	150 00	24
79006	Bladen Springs to steamboat landing	Ala	W. R. Batley	89 50	1 72
79033	McIntosh Bluff to steamboat landing	Ala	F. Dunnell	100 00	
81040	Mt. Pleasant to railroad	Tenn	J. W. Hunter	100 00	16
83369	Sterling to railroad	Ohio	R. Gier	162 00	13
83413	West Mill Grove to railroad	Ohio	P. C. Chilcote	96 00	
83413	do	Ohio	R. C. Harman	130 00	21
89119	McMillan to railroad	Mich	S. O. Pearl	90 00	14
106017	El Moro to railroad	Colo	E. K. Niles	359 00	49
106036	Palmer to railroad	Colo	W. A. Hendricks	200 00	27
106045	Slaghts to railroad	Colo	J. Bennett	96 00	26
106065	Frinta to railroad	Colo	E. H. Dunning	187 00	51
106070	Saint Elmo to railroad	Colo	F. V Oburg	200 00	55
106071	Alicante to railroad	Colo	G Buffehr	120 00	16
97028	Blizario to railroad	Tex	B. Chasco	150 00	41
100003	Argentine to railroad	Kans	T. Condron	180 00	25
100033	Densmore to railroad	Kans	T. J. Densmore	144 00	40
100088	Wheaton to railroad	Kans	C. Ingoldsbe	68 00	11
100119	Plymouth to railroad	Kans	E. B. Whinery	80 00	25
102057	Red Willow to railroad	Nebr	J. T. Helm	96 00	30
102086	Norris to railroad	Nebr	A. High	144 00	46
102092	Vincent to railroad	Nebr	W. S. Crippen	120 00	40
103011	Fairview to railroad	Nebr	G. L. Hubbard	84 00	13
103050	Trysil to railroad	Dak	G. Strandwell	240 00	
104008	Race track to railroad	Mont	P. Collar	215 00	60
104016	Bedford to railroad	Mont	L. G. Willcox	500 00	68
109012	Hoytsville to railroad	Utah	R. Mills	100 00	16
109013	Hyde Park to railroad	Utah	T. W. King	100 00	32
111014	Sutton to railroad	Wash	L. Scott	156 00	50
112014	Myrtle Rock to railroad	Oreg	W. B. Drake	144 00	23
112025	Phœnix to railroad	Oreg	T. Barr	96 00	15
112026	Talent to railroad	Oreg	C. D. Carey	150 00	24
	STEAMBOAT SERVICE.				
10089	Washington to Cornfield	Md	Potomac S. B. Co	600 00	84
10089	do	Md	do		23
10089	do	Md	do		
10089	do	Md	do		
10089	do	Md	do		
10089	do	Md	do		
10091	Washington to Colonian Beach	Md	J. B. Colgrove	429 00	1 37
10091	do	Md	do		

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
May 28, 1885	Betw. Waco and Kerens.	Failure one way 70.3 miles		
May 28, 1885	Betw. Athens and Ingersoll.	Failure one way 152.17 miles		
May 29, 1885	Betw. Gatesville and Athens.	Failure one way 139.25 miles		
May 30, 1885	Betw. Athens and Waco.	Failure one way 93 miles		
May 31, 1885	Betw. Corsicana and Athens.	Failure one way		
Aug. 15, 1885	Houston	Failure to arrive		$8 64
July 1, 2, 3, 4, 1885	On the route	Failure round-trip		
July 7, 8, 9, 10, 1885	do	Failure half-trip		164 28
Sep. 24, 1885	Indianola	Failure to arrive and depart		
Sep. 29, 1885	Betw. Indianola and Victoria.	Failure both ways (38.50 miles)		9 79
May 26, 1885	Montgomery	Failure to arrive and depart		
April 22, 27, 30; May 1, 7, 12, 16, 22, 25, 30; June 10. 1885.	do	Failure to arrive		
April 24, 1885	do	Failure to depart		11 48
Aug. 12, 1885	On the route	Failure to perform service		12
Sept. 30, 1885	do	Failure 1 trip		63
During quarter, 1885	do	Failure 2 trips		48
Sept. 28, 1885	do	Failure to perform service		1 72
During quarter, 1885	do	Mail carried by unsworn person once.	$2 00	
Aug. 18, 1885	do	Failure to perform service		32
Aug. 18; Sept. 12, 1885	do	Failure 1 trip		26
July 9 to 20, 1885	do	Failure to perform service		3 13
July 1 to 8, 1885	do	Failure 9 trips		1 81
During quarter, 1885	do	Failure 1 trip		14
Aug. 25, 1885	do	Failure to connect		49
During quarter, 1885	do	Failure 2 trips		54
Sept. 27, 1885	do	Failure to perform service		26
During quarter, 1885	do	Failure 3 trips		1 53
Sept. 21, 1885	do	Failure to connect		55
During quarter, 1885	do	Failure 1 trip		16
July 11 and 13, 1885	do	Failure to perform service		82
Sept. 19, 1885	do	Failure to connect		25
During quarter, 1885	do	Failure 2 trips		80
do	do	Failure 1 trip		11
do	do	do		25
do	do	Failure 2 trips		60
Sept. 17, 25, 1885	do	do		92
During quarter, 1885	do	Failure 7 trips		2 80
do	do	Failure 2 trips and two connections.		52
do	do	Only three times a week service performed.		30 00
July 6; Aug. 8; Sept. 17, 1885.	do	Failure to perform service		3 00
During quarter, 1885	do	Failure 2 connections		1 36
Aug. 18, 22, 1885	do	Failure 1 connection		32
July 20, 1885	do	Failure to perform service		32
July 4, 1885	do	Failure 1 trip		50
Sept 15, 18, 1885	do	do		46
July 9; Aug. 4; Sept. 8, 1885	do	Failure 1 trip each		45
July 11; Aug. 1; Sept. 12, 1885	do	do		72
July 1, 2, 3, 4; Sept. 22, 23, 24, 26, 29, 1885.	Washington	Failure to arrive		
July 1, 2, 3, 4; Sept. 22, 23, 24, 26, 29, 1885.	do	Failure to depart		
July 1, 2; Sept. 22, 23, 24, 26, 25, 29, 1885.	Piney Point	Failure to arrive		16 54
July 1, 2; Sept. 21, 23, 24, 25, 26, 28, 30, 1885.	do	Failure to depart		
July, 1885	Piney Point to Cornfield.	Failure 2½ trips		
Sept., 1885	do	Failure 1½ trips		
July 1 to 5, 1885	On the route	do		
During third quarter, 1885	Between	Failure to employ carrier between the post-office and wharf at Colonial Beach.	5 00	4 11

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STEAMBOAT SERVICE—continued.				
11094	Norfolk to Cape Charles	Oreg	N. Y., P. & N. R. R	$10,971 62	$15 08
44100	Portland to Astoria	Oreg	Oregon Rwy and Nav	5,000 00	7 98
44100	do	Oreg	do		
44100	do	Oreg	do		
	Remissions.				
	STAR SERVICE.				
11230	Happy Creek to Venus	Va	W. B. Catching	98 00 147 00	47
20500	Millwood to Reedyville	Ky	J. A. Craft	289 00	1 38
27319	Winterset to Creston	Iowa	H. N. Warren	692 00	2 21

WEEK ENDING SATURDAY,

	STAR SERVICE.				
8312	Colman to Hilltown	Pa	C. W. Underwood	$220 00	$0 35
8312	do	Pa	do		
8485	Wyalusing to Montrose	Pa	C. N. Beers	784 00	1 25
8499	Troy to Big Pond	Pa	C. C. Morse	370 00	59
8499	do	Pa	do		
8509	Eldredsville to Canton	Pa	do	318 00	1 01
8601	Wrightsville to New Bridgeville	Pa	B. W. Beedy	183 00	58
8622	Concord to Honey Grove	Pa	do	416 00	66
8645	James Creek to Salter	Pa	C. W. Underwood	223 68	71
8692	Berlin to Bard	Pa	do	560 00	89
8692	do	Pa	do		
8695	Somerset to Shanksville	Pa	J. B. Colegrove	377 00	60
8727	Brady's Bend to Adrian	Pa	B. W. Beedy	440 00	70
8775	Hackney to Zallarsville	Pa	do	360 00	57
8841	Ansonville to Grant	Pa	do	367 00	1 17
8888	Wilcox to Burning Well	Pa	C. W. Underwood	130 00	41
9017	Sigel to Dunkle	Pa	do	120 00	57
9025	New Ringgold to Prince	Pa	J. T. Westen	179 02	
9050	Schuylkille to Phœnix	Pa	B. W. Beedy	99 00	14
11463	Rockbridge Alum Springs to Victoria Mines	Va	J. E. Childress	59 00	28
15371	McRae to Jacksonville	Ga	S. D. Castleman	326 00	1 04
17403	Columbus to Marvyn	Ala	J. J. Campbell	400 00	
17427	Aberdeen to Hamilton	Ala	Allen & Haley	1,018 79	
17443	Rutledge to Elba	Ala	J. J. Campbell	560 00	1 46
17450	Troy to Elba	Ala	C. M. Cox	994 00	58

fiscal year ending June 30, 1886—Continued.

OCTOBER 31, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 6, 9, 10, 29, 30, 1885	Norfolk	Failure to connect		$37 70
July, 1885	Tryon	Failure to supply 6 times a week	$52 96	
Aug. 4, 1885	....do	Failure to supply 4 times a week		
Sept., 1885	....do	.....do		

Remit $0 94 of the denuction noted in report for week ended October 17, 1885, it having been shown by late evidence that the failures of the 17th and 24th of September were not intentional.

Remit 4 59 of the deduction noted in report for week ended April 25, 1885, it having been shown by statement and corrected register from postmaster at Reedyville that there were only two partial failures (being 17½ miles each) in January, 1885, and that they occurred January 6 and 20, so that the reduction should have been $4.11 instead of $8.70.

Remit 1 22 of the deduction noted in report for week ended October 17, 1885, it having been shown by duplicate register from postmaster at Winterset that no failure occurred at that office to arrive August 22, 1885, and letter of postmaster, Macksburg, showing that carrier failed on 18 miles one way August 24 and 25, 1885.

NOVEMBER 7, 1885, INCLUSIVE.

July 1, 2, 1885	On the route	Failure ½ trip	$2 00	$1 40
July 3, 4, 5, 6, 7, 1885	....do	Unqualified carrier intrusted with the mail.		
Sept. 1 to 30, 1885	Rushville	Failure at, to arrive in time with the mail.		6 50
July 4, 1885	On the route	Failure round trip	3 24	1 18
During July, 1885	Wetona	Failure to supply more than one way.		
July 2, 4, 9, 11, 14, 16, 19, 21, 23, 25, 28, 30; Aug. 1, 4, 6, 8, 11, 13, 15, 18, 20, 22, 25, 27, 29; Sept. 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 1885.	Eldredsville	Failure to arrive in schedule time.		5 55
July 1 to 5, 1885	On the route	Failure total		4 96
Aug. 13, 1885	....do	Failure round trip		1 32
Aug. 15, 1885	....do	Carrier intoxicated	2 00	
July 2, 1885	Bard	Failure to connect		1 11
July 13, 1885	....do	Failure to depart		
Aug. 5, 6, 7; Sept. 9, 18, 22, 30, 1885.	Somerset	Failure to arrive in schedule time.	1 75	
July 1 to 12, 1885	On the route	Failure to perform service		28 68
Aug. 8, 1885	....do	Failure round trip		1 14
July 2, 1885	....do	.....do		2 34
July 4; Aug. 25; Sept. 8, 1885.	....do	.....do		2 46
July 1 to 8, 1885	....do	Failure 3 round trips		3 42
.....	.....	For calling at a store next door to the post-office, at East Penn, for mail, which was collected there for the purpose of injuring the business of the said post-office.	5 00	
July 12 to Aug. 7, 1885	On the route	Failure to perform service		7 26
July 10, 14, 17, 21, 24, 1885	....do	Failure total		3 50
July 24, 1885	....do	Failure on 16 miles both ways.		1 66
Aug. and Sept., 1885	....do	For failing and refusing to perform the service according to schedule and on schedule days, and for taking the mail from the office at Columbus on schedule time and detaining it at carrier's house for hours on various occasions.	25 00	
During quarter, 1885	Reno	For failing and refusing to supply.	30 00	
July 29; Sept. 14, 1885	Elba	Failure to arrive and depart		2 92
July 29, 1885	....do	.....do		1 58

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
17484	Andalusia to Green Bay	Ala	T. L. Sullers	$239 00	$0 76
17484	do	Ala	do		
17484	do	Ala	do		
17485	Andalusia to Elba	Ala	J. J. Campbell	325 00	1 56
17490	Newton to Campbellton	Ala	J. A. Ard	591 00	1 88
17500	Abbeville to Fort Gaines	Ala	J. R. Ard	799 00	1 27
17500	do	Ala	do		
17500	do	Ala	do		
17501	Abbeville to Columbia	Ala	T. H. Acru	850 00	1 35
17524	Fort Gaines to Columbus	Ala	R. B. Craft	997 00	1 59
17524	do	Ala	do		
17524	do	Ala	do		
17543	Hanby's Mills to Robbins X Roads	Ala	H. V. Childress	69 00	66
17551	Cullman to Crane Hill	Ala	A. Adkins	74 00	71
17565	Vernon to Mount Calm	Ala	F. W. Hansberger	180 00	1 75
17567	Hillsborough to Pitt	Ala	H. V. Childress	58 98	56
17580	Steel's Depot to Walnut Grove	Ala	C. C. Morse	183 00	87
17590	Hamilton to Allen's Factory	Ala	Phillips & Allen	307 29	
19561	Raleigh to Cemetery	Tenn	J. R. Pigg	120 00	19
26173	Elgin to Zumbro Falls	Minn	B. W. Beedy	299 00	1 43
29486	Greenway to Brown	Ark	W. H. Mack	77 00	74
30340	Abbeville to Ramsey	La	J. J. Campbell	188 00	60
30344	Grand Marias to Gregg	La	do	68 00	65
31459	Starrville to Brownings	Tex	V. Boreing	93 00	44
31509	Rockland to Boon's Ferry	Tex	B. W. Beedy	130 50	62
31632	Gatesville to Star	Tex	B. Magoffin	402 97	1 93
31754	Bertram to Gabril Mills	Tex	W. F. Hansberger	204 75	98
31858	Scurry to Berryville	Tex	G. D. Jackson	348 00	1 67
33430	Kinsley to Iuka	Kans	M. A. Thompson	480 00	2 30
34408	Ainsworth to Brewster	Nebr	A. A. Call	392 00	3 76
46438	Stockton to Undine	Cal	G. H. Mowry	796 00	1 09
46438	do	Cal	do		
46438	do	Cal	do		
46438	do	Cal	do		
	RAILROAD SERVICE.				
23007	Chicago to Burlington	Ill	C., B. Q. R. R.	44, 426 60	52 25 197 84
28051	Bird's Point to Texarkana	Mo	Tex. & St. L. Rwy	24, 909 84	34 12
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do		

fiscal year ending June 30, 1886—Continued.

NOVEMBER 7, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 31; Sept. 11, 1885	Andalusia	Failure to arrive and depart		
Aug. 10; Sept. 9, 16, 18, 1885	Green Bay	Failure to arrive and depart	.....	$5 72
July 29, 1885	On the route	Failure on 13 miles both ways.		
July 28, 1885	....do	Failure on 26 miles both ways.	.....	2 70
July (30,31), 1885	Newton	Failure to arrive and depart	.....	1 88
July 25, 1885	On the route	Failure on 7½ miles both ways.		
Aug. 25, 26, 27, 28, 29, 1885	....do	Failure round trip	.....	16 27
Sept. 29, 30, 1885	....do	Failure half trip		
July 24, 1885	....do	Failure on 22 miles both ways.	.....	2 37
Aug. 25, 26, 27, 28, 29, 1885	Fort Gaines	Failure to arrive and depart		
Sept. 28, 30, 1885	....do	Failure to depart	.....	10 33
Sept. 29, 1885	....do	Failure to arrive		
During quarter, 1885	Robbins' X Roads.	Failure to perform service	.....	17 25
July 4, 1885	On the route	Failure round trip	.....	1 42
July (27, 18), 1885	Mount Calm	Failure to arrive and depart	.....	1 73
July 5, 12, 19, 1885	On the route	Failure round trip	.....	3 36
Aug. 1, 1885	....do	Failure round trip	.....	1 74
From Sept. 15, 1885	Chalk Bluff	Failure and refusal to visit and supply as required by order embracing that office.	$2 00	.....
July 4; Aug. 13, 15, 17, 20, 24; Sept. 15, 17, 21, 23, 1885	On the route	Failure on 10 round trips	.....	3 80
July 4, 1885	Zumbro Falls	Failure to arrive and depart	.....	1 43
July 4, 1885	On the route	Failure total	.....	1 48
July 1 to Aug. 17, 1885	Abbeville	No evidence of service	.....	12 26
During quarter, 1885	On the route	.....do	.....	17 00
Aug. and Sept., 1885	Brownings	.....do	.....	7 70
July and Aug., 1885	Boon's Ferry	.....do	.....	10 99
Aug. and Sept., 1885	Star	.....do	.....	33 94
During quarter, 1885	Gabriel Mills	.....do	.....	25 59
During quarter, 1885	Berryville	.....do	.....	43 50
July 3, 4, 7, 8, 10, 11, 1885	On the route	Failure total	.....	13 80
July 14, 15, 1885	....do	.....do	.....	7 52
July 26, 30, 1885	Undine	Failure to arrive		
July 26, 31, 1885	....do	Failure to depart		
July 26, 27, 31, 1885	Stockton	Failure to arrive	.....	5 45
July 26, 27, 31, 1885	....do	Failure to depart		
No. 4, Aug. 21; Sept. 11, 12, 21; No. 8, Sept. 18, 1885.	Chicago	Failure to connect	.....	130 62
Nov. 29, 30; Dec. 1, 2, 1883	On the route	Failure round trip Mar. 9; Dec. 28.		
Mar. 9; Dec. 28, 1884	Bird's Point	Failure to arrive and depart		
Mar. 10; Sept. 7; Dec. 27, 1884; Jan. 21, Feb. 20, 1885.	....do	Failure to depart		
Dec. 24; Jan. 4, 13, 22, 1885	....do	Failure to arrive		
Feb. 21, 22; Apr. 25; May 3, 11, 12, 22; June 30; Nov. 17, 18, 20, 1884; May 1, 2, 3, 4, 5, 6, 7, 8, 9, 1885.	Texarkana	Failure to arrive and depart		
Nov. 28, 1883; Feb. 7; Nov. 21, 1884; May 10, 1885.	....do	Failure to depart		
May 1; Sept. 7, 8, 1884; June 18, 22, 1885.	....do	Failure to arrive		
Feb. 13, 14, 15, 1884	Bet. Bird's Point and Lafarge.	Failure both ways, 31.77 miles.		
Feb. 12, 1884	....do	Failure one way, 31.77 miles	.....	1,330 68
Feb. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29; Mar. 1, 2, 3, 4, 5, 6, 7, 8, 23, 24, 25, 26, 27, 28, 29, 30, 31; Apr. 1, 2, 3, 4, 5, 6, 7, 1884.	Bet. Bird's Point and Malden.	Failure both ways, 58.15 miles.		
Feb. 28; Apr. 8, 1884; Jan. 21, 1885.	....do	Failure one way, 58.15 miles		
Feb. 18, 19, 28, 29; Mar. 1, 2, 3, 4, 1884.	Bet. Clarendon and Pine Bluff.	Failure both ways, 53.20 miles.		
Feb. 17, 20; Mar. 5, 1884	....do	Failure one way, 53.20 miles, Feb. 17.		
Feb. 17, 1884	Bet. Rob Roy and Pine Bluff.	Failure one way, 6.20 miles		
Feb. 20, 1884; Jan. 4, 6, 9, 10, 11, 12, 1885	Bet. Brinkley and Pine Bluff.	Failure one way, 68.70 miles		
Feb. 21, 22, 23, 24, 25, 26, 27, 1884.	....do	Failure both ways, 68.70 miles.		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
28051	Bird's Point to Texarkana	Mo	Tex. & St. L. Rwy	$24,909 85	$34 12
28051	do	Mo	do		
28051	do	Mo	do		
28051	do	Mo	do	

fiscal year ending June 30, 1886—Continued.

NOVEMBER 7, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 28; Dec. 13, 17, 20, 23, 1884.	Bet. Rush Point and Brinkley.	Failure one way, 198.82 miles.		
Dec. 30, 1884	Bet. Bird's Point and Wabbaseka.	Failure one way, 252.52 miles.		
Jan. 5, 7, 8, 1885	Bet. Bird's Point and Pine Bluff.	Failure both ways, 267.72 miles		
Apr. 8, Dec. 13, 17, 2, 023, 1884; Jan. 9, 10, 11, 16, 17, 18, 20, 1885.	....do	Failure one way, 267.72 miles.		
Jan. 6, 1885	Bet. Bird's Point and Jonesboro.	Failure one way, 125.02 miles.		
Jan. 6, 1885	Bet. Paw Paw Junction and Pine Bluff.	Failure one way, 230 miles....		
Dec. 31, 1884	Bet. Brinkley and Wabbaseka.	Failure one way, 52.60 miles..		
Feb. 6, 23, 25, 26, 27, 28, 29; Mar. 1, 2, 10, 11; Apr. 18, 25, 30; May 11; Dec. 14, 18, 21, 23, 26, 28, 1884; Jan. 5, 6, 7, 8, 9, 11, 15, 19, 21, 22, 1885.	Bet. Pine Bluff and Texarkana.	Failure one way, 151.50 miles		
Feb. 8, 9, 10, 11, 12, 14, 17, 18, 20, 24; Apr. 19, 20, 21, 23, 24; May 4, 1883; Dec. 17, 29, 30, 31, 1884; Jan. 1, 2, 3, 4, 1885.	Bet. Pine Bluff and Texarkana.	Failure both ways, 151.50 miles.		
Feb. 7, 1884; Jan. 17, 1885	Bet. Pine Bluff and McNeil.	Failure both ways, 100.10 miles.		
Feb. 13, 1884	Bet. Fordyce and Texarkana.	Failure both ways, 111.70 miles.		
Feb. 16, 1844; Apr. 30, 1885	Bet. Garland and Texarkana.	Failure both ways, 22.20 miles.		
Feb. 15, 19; Mar. 1, 1884; Apr. 29, 1885.	....do	Failure one way, 22.20 miles...		
Feb. 16, 1884	Bet. Pine Bluff and Camden.	Failure both ways, 69.40 miles .		
Dec. 28, 1884; Jan. 5, 6, 7, 11, 1885.	....do	Failure one way, 69.40 miles...		
Feb. 19; Apr. 22, 1884	Bet. Bearden and Texarkana.	Failure both ways, 119.80 miles		
Jan. 10, 12, 1885	....do	Failure one way, 192.80 miles .		
.....do	Bet. Bearden and Camden.	Failure one way, 15.90 miles...		
May 2, 1884	Bet. Camden and Texarkana.	Failure one way, 82.10 miles...		
May 5, 1884	....do	Failure both ways, 82.10 miles.		
Feb. 21, 22; May 25, 1885	Bet. McNeil and Texarkana.	Failure one way, 103.50 miles..		
Feb. 23, 25, 26, 27, 28, 1884	Bet. Lewisville and Texarkana.	Failure one way, 30 miles.....		
May 6, 7, 8, 9, 10, 1884	Bet. 4 miles north of Camden and Texarkana.	Failure both ways, 86.10 miles.		
May 21, 23, 1884	Bet. Stephens and Texarkana.	Failure one way, 113.90 miles..		
May 23, 1884	Bet. 6 miles south of McNeil and Texarkana.	Failure one way, 97.50 miles...	.....	$2,374 63
No. 6, July 2; No. 36, Aug. 1, 11; Sept. 3, 16, 1885.	Indianapolis	Failure to connect	.....	12 12
July 7, 11; Sept. 8, 1885	Rosenburgh.....	Failure to arrive.....	.....	105 31
July 10, 1885	....do	Failure to depart		
July 8, 9, 1885	....do	Failure to arrive and depart..		
July 10, 14, 22; Aug. 11; Sept. 3, 12, 19, 22, 1885.	....do	Failure to conneet.....		
July 7, 10, 1885	Victoria	Failure to arrive.....		
July 9, 1885	....do	Failure to depart		
.....do	....do	Failure to arrive and depart..		
July 5, 7, 1885	Bet. Del Rio and El Paso.	Failure half trip		
July 6, 1885	....do	Failure both ways, 462.16 miles	.....	275 46
.....do	Bet. Spofford and San Antonio.	Failure both ways, 134.62 miles		
July 7, 1885	Bet. Uvalde and Spofford.	Failure one way, 40 miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
31048	Longview to Easton	Tex	G., S. & St. L. R R	$586 66	$0 94
31048	do	Tex	do		
33001	Kansas City to Denver	Kans	U. P. R. R., R. P. O. cars.	114,879 68 10,566 50	157 36 25 00 12 50
33001	do	Kans			
33004	Lawrence to Coffeyville	Kans	S. Kans. R. R	10,555 55	16 86
33004	do	Kans	do		
33004	do	Kans	do		
33006	Kansas City to Ottawa	Kans	do	7,788 49	5 74
33008	Kansas City to Webb City	Kans	K. C., Ft. S. & G. R. R	19,584 24	13 41 26 82 31 28
33008	do	Kans	do		
33016	Topeka to Kansas City	Kans	A., T. & S. F. R. R	17,218 70	11 79 23 58
33019	Ottawa to Burlington	Kans	S. Kans. R. R	2,850 33	4 55
33019	do	Kans	do		
33023	Emporia to Howard	Kans	A., T. & S. F. R. R	3,863 96	6 17
33023	do	Kans	do		
33024	Cherryvale to Arcadia	Kans	K. C., Ft. S. & G. R. R	3,856 72	5 28
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33024	do	Kans	do		
33026	Concordia to Lenora	Kans	C. B. of U. P. Rwy	12,675 02	17 36
33027	Yuma to Warwick	Kans	do	1,319 26	2 10
36001	Silver Bar to Garrison	Mont	Utah & Northern Rwy	5,343 21 4,433 77	7 31 6 01
36001	do	Mont	do		
37001	Granger to Huntington to Weiser to Huntington.	Wyo	Oreg. S. Line Rwy	61,096 83 58,279 92	83 69 79 83
37001	do	Wyo	do	61,098 83 71,785 58	83 69 98 32
37001	do	Wyo	do		
37001	do	Wyo	do		
37001	do	Wyo	do		
37001	do	Wyo	do		
37001	do	Wyo	do		
37001	do	Wyo	do		
38004	Cucharas to Espanola	Colo	D., & R. G. Rwy	15,796 50	
38005	Denver to Leadville	Colo	D., S. P. & P. Rwy	13,384 88 12,474 51	9 87 18 33
38010	Cañon City to West Cliffe	Colo	D. & R. G. Rwy	1,627 39	
38012	Salida to State Line	Colo	do	23,811 93	32 61
38020	Golden to Silver Plume	Colo	Colo. Central Rwy	3,060 70	4 19
38020	do	Colo	do		
38021	Fork's Creek to Central City	Colo	do	579 18	78
38023	Denver to Pueblo	Colo	D. & N. O. Rwy	8,186 18	11 21
38026	Dickey Station to Dillon	Colo	D., S. P. & P. Rwy	118 85	
38027	Greeley to Stout	Colo	G., S. L. & P. Rwy	1,669 39	2 66
38027	do	Colo	do		
38030	Colorado Springs to Manitou Station	Colo	D. & R. G. Rwy	235 49	32
38031	Como to Buena Vista	Colo	D., S. P. & P. Rwy	2,758 16	4 40
38031	do	Colo	do		

fiscal year ending June 30, 1886—Continued.

NOVEMBER 7, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 1, 25, 29; Sept. 24, 25, 1885.	On the route	Failure half trip		$17 86
July 22; Aug. 13, 14, 15, 18, 20, 22, 1885.	do	Failure round trip		
July 5, 27; Aug. 11; Sept. 7, 10, 28, 1885.	Kansas City	Failne to connect		472 08
Sept. 8, 1885	Bet. Brookville and Kansas City.	Failure one line R. P. O. cars (200.70 miles).		3 43
July 2, 3, 1885	Lawrence	Failure to arrive		
July 2, 6, 1885	Coffeyville	do		42 15
July 4, 1885	do	Failure to depart		
No. 2, Sept. 7; No. 4, Aug. 31, Sept. 26, 1885.	Kansas City	Failure to connect		8 61
July 4, 11, 17, 21; Sept. 16, 17, 1885.	do	do		55 87
July 15, 1885	Webb City	Failure to depart with the mail		
No. 22, Sept. 9, 29, 30; No. 24, July 23, 28; Sept. 14, 17, 1885.	Kansas City	Failure to connect		41 29
July 2, 3, 1885	Burlington	Failure to arrive and depart		11 37
July 4, 1885	do	Failure to arrive		
July 23, 1885	Howard	do		15 42
July 4, 1885	do	Failure to depart		
July 2, 3, 5, 1885	On the route	Failuer round trip		
Sept. 7, 8, 9, 1885	do	Failure half trip		
July 4, 1885	Bet. Parsons and Arcadia.	Failure both ways, 55.33 miles.		
July 7, 8, 9, 10, 1885	Bet. McCune and Cherry Vale.	Failure both ways, 32.61 miles.		
July 6, 11, 1885	do	Failure one way, 32.61 miles		
July 6, 1885	Bet. Mathewson and Arcadia.	Failure one way, 45.23 miles		89 36
Sept. 7, 1885	Bet. Monmouth and Arcadia.	Failure one way, 36.83 miles		
Sept. 8, 1885	Bet. Cherry Vale and Monmouth.	Failure one way, 37.11 miles		
do	Bet. Cherokee and Arcadia.	Failure one way, 30.03 miles		
July 31, 1885	Lenora	Failure to arrive		8 68
July 11; Aug. 29, 1885	On the route	Failure half trip		4 20
Feb. 22, 1885	Silver Bar	Failure to arrive and depart		10 34
Sept. 21, 1885	Garrison	Failure to connect		
Mar. 19 to Apr. 2, 1884	Bet. Kuna and Huntington.	Failure to perform service		
Apr. 3 to May 20, 1884	Bet. Weiser and Huntington.	Failure to perform		
May 21 to June 17, 1884	On the route	Failure to perform service		
May 20; July 9, 1884; May 31, 1885.	do	Failure to arrive		6, 122 10
July 8, 11, 1884; Feb. 15, 17, 1885.	do	Failure to depart		
July 7, 10, 1885	do	Failure to arrive and depart		
Jan. 25, 1885	do	Failure to connect		
Feb. 14, 17, 1885	Huntington	Failure to arrive		
During quarter	Bet. Antonito and Espanola.	Only three times a week service performed.		1, 025 95
July 5, 26, 1885	Denver	Failure to connect		9 52
July 10 to 15, 1885	On the route	Failure to perform service		26 53
Aug. 7, 1885	Salida	Failure to arrive		16 30
June 30, 1885	On the route	Failure round trip		
June 29, 1885	Bet. Golden and Idaho Springs.	Failure one way, 22.19 miles		10 73
July 1, 2, 3, 1885	Central City	Failure to arrive an depart		2 34
July 26, 1885	Bet. Manitou Junction and Pueblo.	Failure both ways, 43.73 miles.		7 78
June 5 to Aug. 4, 1885	On the route	Failure to perform service		19 78
Sept. 12, 1885	Greeley	Failure to arrive		3 99
July 4, 1885	Stout	Failure to arrive and depart		
July 26, 27, 28, 1885	On the route	Failure round trip		1 92
Dec. 20, 22, 25, 26, 1885	do	Failure half trip		52 80
Dec. 24, 27, 30, 31, 1885	do	Failure round trip		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
90127	Okee to railroad station	Wis	C. A. Godfrey	$48 00	$0 08
	Remissions.				
	STAR SERVICE.				
7218	Barnegat to Barnegat City	N. J	B. W. Beedy	464 00	74
7502	Troy to Sand Lake	N. Y	W. A. Stoddard	539 00	.....
11685	Staunton to Monterey	Va	G. J. Hiner	1, 274 00	2 02
13594	Oxford to Denham	N. C	H. W. Winslow	744 71	1 18
23603	Chicago City to post-office, depots, and railroad stations.	Ill	C. Walsh	35, 549 00	.....
23626	Wright's Grove to N. Div. Station.	Ill	J. B. Colegrove	933 33	35
27331	Reno to Griswold	Iowa	E. M. Hardin	518 71	76
	STEAMBOAT SERVICE.				
88	Andover to Upper Dam	Me	C. A. J. Farrar	250 00	1 10

WEEK ENDING SATURDAY,

	STAR SERVICE.				
8772	Clokey to West Newton	Pa	D. E. Leckey	$900 00	$1 43
8772	.....do	Pa	.....do	.....	.....
8777	Bentleysville to Carwood	Pa	J. E. Phillips	74 75	24
8799	Coudersport to Coudersport	Pa	C. G. Tripp	397 00	63
8816	Lock Haven to Honeyville	Pa	C. W. Glover	160 00	1 53
8982	West Brownsville to Carmichael's	Pa	B. F. Miles	800 00	1 27
9038	Richfield to Krousetown	Pa	J. S. Willow	67 50	.....
9082	West Whiteland to Lionville	Pa	M. T. Craft	189 00	30
9081	Uwchland to Nantmeal Village	Pa	S. D. Castleman	207 00	33
11412	Massingford to Cole's Ferry	Va	V. Boreing	290 00	92
14293	Grahamville to O'Keiter	S. C	E. A. Ragan	137 00	.....
17122	Paint Rock to Bean Rock	Ala	C. C. Morse	519 20	.....
18396	Paulding to Twistwood	Miss	H. V. Childress	130 00	62
				173 83	83
22514	Madison to Madison	Ind	G. W. Chambers	318 99	1 02
22521	Shelburn to Alum Cave	Ind	J. Kemp	179 75	57
27422	Marion to West Prairie	Iowa	J. A. Craft	194 62	.....
28212	Saint Elizabeth to Spring Garden	Mo	William Ellison	196 30	94
28212	.....do	Mo	.....do	.....	.....
28413	Gravois Mills to Versailles	Mo	J. D. Smith	154 42	49
28413	.....do	Mo	.....do	.....	.....
28413	.....do	Mo	.....do	.....	.....
29180	Radical to Galena	Ark	J. H. McCallie	115 48	1 10
32169	Woodford to Arbuckle	Ind. T	G. D. Jackson	180 00	1 73
38286	Evergreen to Brookville	Colo	J. A. Nichols	340 00	1 63

fiscal year ending June 30, 1886—Continued.

NOVEMBER 7, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During quarter, 1885.....	On the route.....	Failure 2 trips.....	.....	$0 16

Remit $0 84 of the deduction noted in report for week ended October 17, 1885, it having been shown by the oath of John Ridgeway, dated October 30, 1885, that he did travel 4 miles of the trip on the 23d of September, and that he was prevented from passing over the entire route by severe storm.

Remit 13 79 of the deduction noted in report for week ended October 24, 1885, it having been shown by register recently received from the postmasters at Troy and Sand Lake that the service between Troy and Sand Lake was omitted from September 6 to 16 only, 11 days instead of 25 days.

Remit 1 75 of the deduction noted in report for week ended October 17, 1885, it having been shown by late evidence that the failure of July 28, 1885, was only one way.

Remit 16 of the deduction noted in report for week ended October 24, 1885, it having been shown by the register of arrivals and departures for September, 1885, that 2 miles and back was performed September 22, 1885.

Remit 7 00, the fine noted in report for week ended October 17, 1885, it having been shown by statement of contractor and superintendent railway mail service, J. E. White, corroborated by statement of postmaster at Chicago, that the failures to transfer and dispatch mail pouches July 31, and September 5, for which fine was imposed, was not the fault of contractor nor any of his employés, but in one case (July 31) was the fault of assistant employed by the railroad company, and on September 5 the error of a new checking clerk employed in the post-office in Chicago.

Remit 2 10, the deduction noted in report for week ended October 17, 1885, it having been shown, by statement of subcontractor and the postmaster at Wright's Grove that the post-offices on this route were all closed July 4, 1885, except during first trip, and that the failures reported were not the fault of subcontractor, but the fault of postmasters on the route in failing to keep open their offices and delivering to and receiving from the carrier the mail.

Remit 10 00, the fine noted in report for week ended April 11, 1885, it having been shown by examination of the records of this office and the affidavit of the subcontractor that the subcontractor has never received notice to supply the office at Lyman.

Remit 11 90, the deduction noted in report for week ended July 18, 1885, it having been shown by statement of postmaster at Andover that service was performed from June 1 to 11 inclusive.

NOVEMBER 14, 1885, INCLUSIVE.

July 4, 1885	Clokey	Failure to arrive and depart	.....	$1 43
Aug. 8, 1885	West Newton	do	.....	
July 4, Aug. 8, 1885	On the route	Failure round trips	.....	1 00
July 1, to Sept. 30, 1885	Colesburgh	Failure to supply	$10 00	.....
Aug. 7, 14, 21, 28, 1885	Honeyville	Failure to arrive in schedule time.	2 00	.....
Sept. 17, 1885	On the route	Failure half trip	.....	1 90
July 1 to Sept. 30, 1885	do	Failure total	.....	16 87
Sept. 16 to 30, 1885	do	Failure to perform more than 6 times a week service.	.....	7 70
July 1, 2, 3, 4, 1885	do	Failure total	.....	5 28
July 1, 3, 6, 1885	do	do	.....	5 52
During quarter, 1885	do	Failure to perform service	.....	34 25
do	Bet. Southern and Bean Rock.	do	.....	25 05
July 11, 1885	On the route	Failure total	.....	1 24
July 2, 4, 7, 9, 1885	do	do	.....	8 16
July 30, 1885	do	Wet mail	1 00	.....
July 1 to Aug. 10, 1885	West Prairie	No evidence of service	.....	10 82
Sept. 8, 22, 1885	On the route	Failure to perform service	.....	4 66
Sept. 12, 1885	do	Failure on 7½ miles		
Aug. 31, 1885	Versailles	Failure to arrive	.....	1 47
do	Gravois Mills	Failure to depart		
Sept. 2, 14, 1885	On the route	Failure half trip		
July 3, 1885	do	Failure total	.....	2 20
July 3, 10, 17, 1885	do	do	.....	10 38
Oct. 1 to 20, 1885	do	Failure to perform service	.....	16 48

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE.				
33036	Fort Scott to Millerton to Argonia to Anthony.	Kans ...	St. L., Ft. S. and W. R. R.	$9,696 03 10,851 52 11,993 18 14,162 84	$13 28 14 86 16 42 19 40
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33036	....do	Kans ...	....do	....	....
33039	Girard to Chanute	Kans ..	S. Kans. R. R	1,762 58	2 81
33039	....do	Kans ...	....do	....	....
33039	....do	Kans ...	....do	....	....
38028	Denver to Longmont	Colo	D. U. and P. R. R	1,541 13	....
39005	Deming to El Paso	N. Mex .	C. P. R. R	3,792 78	5 19
40001	Yuma to Deming	Ariz	C. Pacific R. R	64,289 97	88 06
40001	....do	Ariz	....do	....	....
40002	Benson to Nogales	Ariz	N. M. and Ariz. R. R...	4,158 86	5 69
41011	Lehigh Junction to Silver City	Utah ...	S. L. and Western R. R	2,317 04	3 70
41011	....do	Utah ...	....do	....	....
42001	Shoshone to Ketchum	Idaho...	Oreg. S. Line R. R....	4,009 72	....
43001	Portland to Tacoma	Wash...	N. Pacific R. R	10,868 58	....
43006	Palouse Junction to Colfax	Wash...	C. and P. R. R....	3,812 44	6 09
43006	....do	Wash...	....do	....	....
43010	Bolles Junction to Riparia	Wash...	O. Rwy. and Nav. Co ...	1,329 52	1 82
45002	Palisade to Eureka	Nev	E. and P. Co	5,826 21	....
45003	Battle Mountain to Austin	Nev	Nev. Central Rwy	4,022 77	6 42
45003	....do	Nev	....do	....	....
45003	....do	Nev	....do	....	....

fiscal year ending June 30, 1886—Continued.

NOVEMBER 14, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 9, 1885	Millerton	Failure to depart		
Jan. 27, 29; Apr. 26, 1885	On the route	Failure half trip		
Jan. 17, 28, 1885	do	Failure round trip		
Dec. 11, 12, 1884	Between Wichita and Millerton.	Failure one way, 21.88 miles		
Jan. 16, 1885	Between La Harpe and Fort Scott.	Failure one way, 35.57 miles		
Apr. 22, 1885	Between Fort Scott and Millerton.	Failure both ways, 180.16 miles		
May 16, 1885	do	Failure one way, 180.16 miles		
Apr. 23, 1885	Between Wichita and Argonia.	Failure one way, 39.14 miles		
do	Between Wichita and Fort Scott.	Failure one way, 158.28 miles		
Apr. 26, 27, 28; May 17, 1885	Between Clear Water and Argonia.	Failure one way, 22.80 miles		
May 17, 1885	Between Argonia and Millerton.	Failure one way, 17.26 miles		
June 19, 21, 22; July 3, 1885	Between Clear Water and Anthony.	Failure one way, 40.49 miles	.....	$281 90
June 19, 1885	Between Clear Water and Fort Scott.	Failure one way, 174.62 miles		
June 20, 1885	Between Wichita and Anthony.	Failure both ways, 56.83 miles		
June 21; Aug. 31; Sept. 1, 1885.	do	Failure one way, 56.83 miles		
July 1, 1885	Between Millerton and Anthony.	Failure one way, 34.95 miles		
July 2, 1885	Between Anthony and Clear Water.	Failure both ways, 40.49 miles		
do	Between Yates Centre and Iola.	Failure both ways, 18.70 miles		
July 3, 5, 1885	Between Iola and Anthony.	Failure one way, 173.36 miles		
do	Between Piqua and Iola.	Failure one way, 7 miles		
July 4, 1885	do	Failure both ways, 7 miles		
July 6, 7, 1885	Between Yates Centre and Anthony.	Failure one way, 155.16 miles		
Sept. 7, 1885	On the route	Failure round trip		
Sept. 8, 1885	Between Chanute and Brazilton.	Failure one way, 33.06 miles	.....	46 18
July 2 to 9, 1885	On the route	Failure to perform service		
Aug. 1, 1884, to Sept. 30, 1885	do	do	.....	898 28
Apr. 16; Sept. 10, 11, 1885	Deming	Failure to depart	.....	7 78
Aug. 21, 22, 1885	Yuma	Failure to arrive and depart	.....	220 15
Apr. 16, 1885	Deming	Failure to arrive		
Aug. 10, 1885	Nogales	Failure to depart	.....	2 84
Aug. 24, 1885	On the route	Failure half trip	.....	18 50
Aug. 25, 26, 1885	do	Failure round trip		
Dec. 10 to 23; Dec. 25 to 31, 1884; Jan. 1 to 9, 1885.	Between Hailey and Ketchum.	Failure to perform service	.....	60 50
Sept. 20 to Oct. 14, 1884	Between Portland and Kalama.	do	.....	299 23
July 1 to Sept. 4, 1885	On the route	Only 3 times a week service performed.	.....	354 05
Sept. 5, 6, 1885	do	Failure half trip		
July 17; Sept. 12, 1885	do	do	.....	3 64
During quarter, 1885	do	Only 3 times a week service performed.	.....	728 27
do	do	Failure to perform service	.....	512 47
July 3, 1885	Austin	Failure to arrive		
July 1, 5, 1885	do	Failure to depart		

Reports of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Terminal of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
83124	Frankfort to railroad	Ohio	H. C. Painter	$150 00	
83388	Union Furnace to railroad	Ohio	E. C. Garrett	100 00	
85259	Nickel Plate to railroad	Ind	A. J. Thompson	84 00	
	Remissions.				
	STAR SERVICE.				
223	Kennebunk Port to Kennebunk Depot.	Me	B. W. Beedy	446 00	
18264	Canton to Carthage	Miss	Hall & Allen	1,189 00	$0 56
25266	Friendship to Grand Rapids	Mo	W. L. Argue	617 00	96
28679	Elk Grove to Harding	Mo	W. N. Gibbs	832 80	44
31459	Starrville to Brownings	Tex	V. Boreing	93 00	44
31754	Bertram to Gabriel Mills	Tex	W. F. Hansberger	204 75	98
31858	Scurry to Berryville	Tex	G. D. Jackson	348 00	1 67
39131	Holbrook to Fort Apache	N. Mex	N. H. Warren	4,056 11	12 99
40151	Mineral Park to Saint Thomas	Ariz	V. H. Pease	7,980 00	25 57
	RAILROAD SERVICE.				
18018	Jackson to Yazoo City	Miss	Ill. Central R. R.	1,974 19	3 15
23034	Springfield to Gila	Ill	....do	6,360 78	10 16
35017	Mitchell to Ashton	Dak	C. M. & St. P. Rwy	6,558 19	8 98

WEEK ENDING SATURDAY,

	STAR SERVICE.				
8856	Punxsutawney to Grampion Hills	Pa	L. E. Chappel	$264 00	$1 26
25135	Lancaster to Burton	Wis	R. Ritter	247 00	79
25261	Necedah to Strong Prairie	Wis	E. F. Warren	103 00	49
25356	Ahnapee to Brussels	Wis	J. L. White	406 42	1 30
27618	Marengo to Williamsburgh	Iowa	J. W. Jayne	371 37	59
28378	Lebanon to Buffalo	Mo	R. Ritter	629 00	1 00
28378	....do	Mo	....do		
28378	....do	Mo	....do		
28378	....do	Mo	....do		

fiscal year ending June 30, 1886—Continued.

NOVEMBER 14, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Aug. 25 to Sept. 4, 1885	On the route	Mail carried by postmaster		$7 34
August 1 to 17, 1885	do	Service performed by assistant postmaster.		4 62
Aug. 2 to Sept. 30, 1885	do	Failure to perform service		13 70

Remit $5 00 the fine noted in report for week ended October 24, 1885, it having been shown that Kennebunk Depot is Kennebunk Station (no office), to which the mails were carried.

Remit 1 94, the deduction noted in report for week ended October 31, 1885, it having been shown upon re-examination of the registers of arrivals and departures that the failure September 29 was made up on a subsequent day.

Remit 2 41 of the deduction noted in report for week ended July 25, 1885, it having been shown by the statement of the postmaster at Friendship that service was performed to within 4 miles of his office April 10, 11, 1885.

Remit 1 15 of the deduction noted in report for week ended July 25, 1885, it having been shown by statement of subcontractor, indorsed by postmaster at Elk Grove and Tinney's Grove, that but 8⅓ miles of the trips June 1, 15, were unperformed, and that the trip of June 19 was rendered June 20 in lieu of the 19th.

Remit 7 70, the deduction noted in report for week ended November 7, 1885, it having been shown by registers of arrivals and departures of postmaster at Brownings, for August and September, received since making this case, that service was regularly performed twice a week to and from that office in those months.

Remit 25 59, the deduction noted in report for week ended November 7, 1885, it having been shown by registers of arrivals and departures (on file) of postmaster at Gabriel Mills for July, August, September, received since making this case, that service was regularly performed twice a week to and from that office during the quarter.

Remit 43 50, the deduction noted in report for week ended November 7, 1885, it having been shown by registers of arrivals and departures from postmaster at Berryville, for July, August, and September, received since making this case, that service was regularly performed to and from that office twice a week during quarter.

Remit 54 94 of the deduction noted in report for week ended April 18, 1885, it having been shown by affidavit of T. Allen, carrier, certified to be true by postmaster at Holbrook, that distance between Show Low and Fort Apache is 42 miles, and re-examination showing a failure of 726 miles instead of 1,665.

Remit 231 55, the fine noted in report for week ended October 17, 1885, it having been shown by copy of report from Inspector Culver and a certificate of D. Bonelli that the subcontractor has made satisfactory settlement for robbery, together with a favorable recommendation by chief inspector.

Remit 2 77 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of T. S. Evans, superintendent of trains and track of the Illinois Central Railroad Company, that the failure of September 9, 1885, was both ways between Short Creek Bridge and Yazoo City, Miss. (2.75 miles).

Remit 15 41 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavits of William Wilkinson, division superintendent; H. S. Castello and D. P. Harris, conductors of the Illinois Central Railroad Company, and a re-examination of the evidence in the case, that the railroad company ran its trains and performed all the service July 9 and 10, 1885, except the following, to wit: Both ways between Guthrie and Belle Flower (15.61 miles), July 9, and both ways between Gibson and Belle Flower, Ill. (11.68 miles), July 10.

Remit 22 45, the deduction noted in report for week ended October 24, 1885, it having been shown by the statement of the postmaster at Mitchell, Dak., that he erroneously reported failures to connect with depending mails September 12, 13, 17, 25, and 27, 1885.

NOVEMBER 21, 1885, INCLUSIVE.

July 4, 7, 14, 1885	On the route	Failure total		$15 12
During quarter, 1885	Burton	No evidence of service		30 87
August and September, 1885	Necedah	do		12 88
During quarter, 1885	Brussels	do		50 80
Oct. 24, 1885	On the route	Failure total		1 18
July 2, 3, 4, 11, 1885	do	Failure to perform service on 24½ miles.		
July 13, 1885	do	Failure on 24¾ miles		11 25
Sept. 8, 1885	do	Failure on 3¼ miles		
Sept. 14, 1885	do	Failure on 24¾ miles		

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STAR SERVICE—continued.				
25491	Poygan to Omro	Wis	E. F. Warren	$63 00	
28539	Houston to Lebanon	Mo	E. J. Melton	752 70	$1 11
28539	do	Mo	do		
28539	do	Mo	do		
28539	do	Mo	do		
28539	do	Mo	do		
28688	Perry to New London	Mo	W. F. Hansberger	343 56	1 09
28688	do	Mo	do		
28737	Lebanon to Hartville	Mo	do	419 00	2 01
28803	Sikeston to Ogden	Mo	J. R. Pigg	135 00	64
32163	Redland to Conahany	Ind. T	G. D. Jackson	180 00	1 73
35311	New Rockford to Fort Totten	Dak	A. A. Call	470 89	1 50
35311	do	Dak	do		
35311	do	Dak	do		
35311	do	Dak	do		
33506	Harper to Cleveland	Kans	W. S. Maxwell	338 00	1 62
33562	Lodi to Evansville	Kans	H. Tisedale	188 00	
45165	Columbia to White	Nev	H. N. Warren	662 67	6 37
	Remissions.				
1232	East Madison to Madison to Silver Lake.	N. H.	W. L. Argue	217 00	
12109	Berkeley Springs to railroad station.	W. Va	C. P. Jack	200 00	64
21339	Centre Village to Westerville	Mich	J. R. Tupper	339 00	54
21544	Senecaville to Sarahsville	Mich	W. A. Underwood	270 00	86
24403	Spencer Creek to Kalkaska	Mich	W. H. Smith	349 00	1 67
24477	White Fish Point to Sault Saint Marie.	Mich	A. J. Smith	449 00	9 35
24477	do	Mich	do	449 00	9 35
25519	Keiler to Jamestown	Mo	W. L. Argue	180 00	28
27261	Ottumwa to Hummaconna	Ind	J. A. Craft	323 05	1 03
27296	Oskaloosa to White Oak	Ind	W. F. Hansberger	159 00	50
29671	Living Spring to Silver City	Ind	M. T. Craft	94	45
29206	Dardanelle to Ola	Ark	V. Boreing	196 00	94
31632	Gatesville to Star	Tex	B. Magoffin	402 97	1 93

fiscal year ending June 30, 1886—Continued.

NOVEMBER 21, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
June, July, August, and September, 1885.	Poygan	No evidence of service		$10 50
July 3, 6, 13, 1885	Between Plato and Houston.	Failure on 3 miles		
July 3, 6, 1885	Between Plato and Lebanon.	Failure on 25½ miles		12 96
July 13, 1885	On the route	Failure on 36½ miles		
July 15, 1885	Between the route.	Failure on 24½ miles		
Sept. 14, 1885	....do	Failure on 25½ miles		
September, 1885	....do	No evidence of service		42 94
July, 1885	New London	.....do		
July 3, 4, 6, 7, 13, 14, 1885	On the route	Failure on 22 miles		7 37
During quarter, 1885	....do	No evidence of service except from July 13 to 31.		24 75
July and August, 1885	....do	Failure 2 round trips in each month.		13 84
July 29–31, 1885	New Rockford	Failure to arrive		
July 28, 30, 1885	....do	Failure to depart		
July 2, 4, 7, 9, 11, 14, 16, 18; Aug. 1, 6, 1885.	Fort Totten	Failure to arrive		27 00
July 1, 3, 6, 8, 10, 13, 15, 17; Aug. 3, 5, 1885.	....do	Failure to depart		
July 3, 4, 6, 7, 10, 11, 13, 14, 31; Aug. 1, 1885.	On the route	Failure total		16 20
During quarter, 1885	Between Sexton and Evansville.	Failure to perform service		28 14
June 9 to Sept. 30, 1885	On the route	Mail carried in same conveyance that carried mail on route 45107, Tuscaro and White Rock.		267 54

Remit $5 00, the fine noted in report for week ended October 24, 1885, it having been shown that the failure of the carrier to exchange mails at Silver Station post-office was owing to a misunderstanding on his part, he having delivered mails at and taken them from the railroad station 30 rods beyond Silver Lake post-office.

Remit 16 66, the deduction noted in report for week ended October 17, 1885, it having been shown by the affidavit of the contractor and the statement of the postmaster and ex-postmaster that the eastern and western mails were, at the suggestion of the postmaster, taken on the same trip, and that the stage was run so that three different mails could have been sent if the postmaster had so desired.

Remit 2 16, the deduction noted in report for week ended October 24, 1885, it having been shown by corrected report of postmaster at Westerville, Ohio, that the service upon the dates upon which failures were charged was all actually performed.

Remit 1 29, the deduction noted in report for week ended August 1, 1885, it having been shown by the statement of the postmaster at Sarahsville that upon the dates upon which failures were charged the service was performed in full.

Remit 2 49, the deduction noted in report for week ended October 24, 1885, it having been shown by the report of the postmaster at Mossback that the failure to supply that office on the dates named was due to the fact that a bridge was washed out and that the carrier was not in fault.

Remit 49 09 of the deduction noted in report for week ended May 2, 1885, it appearing upon a re-examination of the case that the half trip should have been stated at $9.35 instead of $18.70.

Remit 10 01 of the deduction noted in report for week ended August 1, 1885, it appearing upon a re-examination of the case that the half trip should have been stated at $9.35 instead of $18.70.

Remit 1 00, the fine noted in report for week ended October 24, 1885, it having been shown by the affidavit of the postmaster at Jamestown that late arrivals of the mail at Keiler were not due to any fault or negligence of carrier, but were caused by carrier's waiting for late connecting mails at Jamestown.

Remit 1 03, the deduction noted in report for week ended October 24, 1885, it having been shown by letter of the late postmaster at Ottumwa that no failure occurred at that office by the carrier to arrive and depart July 8, 1885, that he was in error in not entering such arrival and departure in his register for that month.

Remit 46 of the deduction noted in report for week ended October 24, 1885, it having been shown by statement of mail carrier that he made 4 miles of the trip July 9, 1885.

Remit 1 00, the deduction noted in report for week ended October 24, 1885, it having been shown by letter of the postmaster at Living Spring that service was not performed by him, but by the carrier July 3, 1886.

Remit 94 of the deduction noted in report for week ended October 17, 1885, it having been shown by certificate of the postmaster at Ola that the carrier brought the mail within 4 miles of his office, April 23 and 30.

Remit 33 94, the deduction noted in report for week ended November 7, 1885, it having been shown by registers of arrivals and departures (on file) of Postmaster Star for August and September, received since making this case, that service was regularly performed twice a week to and from that office in those months.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Bemissions—Continued.				
33184	Cawker City to Red Land	Kans	J. D. Emerson	$733 84	$2 34
33514	Fowler to Pearlette	Kans	W. S. Maxwell	66	.....
35212	Bellmont to Buxton	Dak	J. B. Colegrove	266 67	85
	RAILROAD SERVICE.				
6026	Albany to Moore's	N. Y	Delaware and Hudson Canal Company.	28,731 95	45 89
8054	Wilmington to Reading	Pa	Wilmington and Northern Railroad Company.	3,124 17	4 99
45004	Mound House to Keeler	Nev	Carson and Colorado	19,039 14	26 08

WEEK ENDING SATURDAY,

	STAR SERVICE.				
9047	Union Deposit to Swatara Station	Pa	B. W. Beedy	$147 00	$0 12
9072	Philadelphia post-office and railroad stations, &c.	Pa	J. S. Brown	23,000 00	.....
44258	Prineville to Burns	Oreg	H. M. Warren	2,997 19	28 81
	RAILROAD SERVICE.				
27015	Des Moines to Indianola	Iowa	C. R. I. and P. R. R	1,457 50	2 32
27015	.....do	Iowa	.....do	.....	.....
27015	.....do	Iowa	.....do	.....	.....
30010	La Fayette to Orange	La	La. and Western R. R	12,963 59	17 75
38014	Nathrop to Castleton	Colo	D. S. P. and P. R. R	4,415 27	.....
38014	Schwanders to station to Castleton	Colo	....do	4,653 15	6 37
38014	.....do	Colo	.....do	.....	.....
38014	.....do	Colo	.....do	.....	.....
38028	Denver to Longmont	Colo	D. U. and P. R. R	1,514 13	.....
	MAIL-MESSENGER SERVICE.				
68180	Deal to railroad station	N. J	John Row	90 00	28

fiscal year ending June 30, 1886—Continued.

NOVEMBER 21, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $2 34, the deduction noted in report for week ended October 24, 1885, it having been shown by registers of arrivals and departures for August that failure July 31 was made up on Sunday the 2d.				
Remit 16 50, the deduction noted in report for week ended August 8, 1885, it having been shown by certificate of postmaster that service was performed during quarter ended June 30, 1885.				
Remit 1 70, the deduction noted in report for week ended October 24, 1885, it having been shown by register of arrivals and departures that trip lost July 4 was made up on the 6th.				
Remit 45 89 of the deduction noted in report for week ended April 18, 1885, it having been shown by the affidavits of T. Voohees and S. D. Curtis, ticket agent of the Delaware and Hudson Canal Company, that a special train arrived at and departed from Moore's on February 18, 1885, and that the failure to carry the mails was the fault of the employés of the Department and not of the company.				
Remit 7 48, the deduction noted in report for week ended April 25, 1885, it having been shown by affidavits of T. B. Townsend, auditor, George W. Gullie, mail messenger, that the failure to depart from Wilmington and arrive at Reading with the mail February 10, 1885, was caused by there being no railway post-office clerk on the train to take charge of it, and by the statement of the postmaster at Wilmington that the record there shows the arrival (at that office) on the date mentioned, but no service by the railway post-office clerk.				
Remit 5 44 of the deduction noted in report for week ended February 14, 1885, it having been shown by the affidavit of D. A. Bender, secretary of the Carson and Colorado Railroad Company, that the company performed service daily between Mound House and Junction (152 miles), and tri-weekly between Junction and Keeler (141 miles), during the period from December 5 to 31, 1884, inclusive, and that the deduction of 7 should apply on 141 miles instead of 143 miles.				

NOVEMBER 28, 1885, INCLUSIVE.

During quarter, 1885	Union Deposit	For violation of the regulations of the Department and of the instructions of this office, in carrying mailable matter to Swatara station outside of the mail pouch. The carrier calls at a store in Union Deposit for mailable matter collected and forwarded for the purpose of injuring the post-office at that place.	$15 00	
During third quarter, 1885	Philadelphia	Delays of mails aggregating 121 hours and 16 minutes.	151 58	
Aug. 3, 1885	Paulina	Failure to deliver paper mail	10 00	
Aug. 26, 27, 1885	On the route	Failure round trips		
Aug. 25, 1885	Between Carlisle and Indianola.	Failure on 11.74 miles both ways.		
Aug. 28, 1885	Between Somerset and Indianola.	Failure on 6.10 miles both ways.		$12 97
Jan. 23, 24, 1885	On the route	Failure round trip		71 00
July 1 to 3 and July 19 to 31, 1885.	do	Failure to perform service		
Aug. 28, 1885	Between Alpine and Castleton.	Failure on 67.62 miles both ways.		
Aug. 29, 1885	Between Saint Elmo and Castleton.	Failure on 63.22 miles both ways.		218 35
Sept. 1, 2, 3, 1885	Between Gunnison and Castleton.	Failure on 14.20 miles both ways.		
Aug. 1, 1884, to Sept. 30, 1885	On the route	Service performed only one way.		898 28
During quarter, 1885	do	Two failures to connect		65

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions.				
	RAILROAD SERVICE.				
15042	Atlanta to Coalburg	Ga	Ga. and Pacific Rwy	$10,276 82	$14 07
21024	Hamilton to Indianapolis	Ohio	C. H. and I. Rwy	8,109 19	.....
22002	Indianapolis to Terre Haute	Ind	T. H. and I. Rwy	41,215 03	.....
22022	Anderson to Benton Harbor	Ind	C. W. and Mich. Rwy	10,700 90	17 09
22025	Indianapolis to Terre Haute	Ind	I. and St. L. Rwy	7,707 90	.....
33008	Kansas City to Webb City	Kans	Kansas City, Fort Scott and Gulf R. R.	19,584 00	13 41

WEEK ENDING SATURDAY,

	STAR SERVICE.				
28387	Osceola to Appleton City	Mo	G. D Jackson	$453 75	$1 45
34242	Niobrara to South Side	Nebr	C. R. Diver	760 00	2 54
35214	Walle to Thompson	Dak	W. A. Stoddard	120 00	38
	RAILROAD SERVICE.				
3025	Boston to Albany	Mass	B. and A. R. R	115,653 18	.....
6059	Olean to Nunda Junction	N. Y	L. and P. R. R	2,998 48	4 78
6059	.....do	N. Y	.....do	3,006 60	.....
6059	.....do	N. Y	.....do	.....	.....
45004	Mound House to Keeler	Nev	C. and C. R. R	19,039 14	.....
45004	.....do	Nev	.....do	.....	.....
45004	.....do	Nev	.....do	.....	.....
	MAIL-MESSENGER SERVICE.				
75068	Fair Bluff to railroad	N. C	E. Bass	120 00	11
85013	Avon to railroad	Ind	D. S. Barker	30 00	.....
97082	Ysleta to railroad	Tex	C. Padilla	200 00	55
100186	Mid Lothian to railroad	Kans	W. Simpson	50 00	.....

fiscal year ending June 30, 1886—Continued.

NOVEMBER 28, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $126 63,		the deduction noted in report for week ended October 24, 1885, it having been shown by statement of L. M. Terrell, superintendent Railway Mail Service, that train No. 55 is a local train, and has no connection with other roads at Atlanta.		
Remit 14 40		of the deduction noted in report for week ended July 18, 1885, it having been shown by affidavit of M. Mounts, train-master of the Cincinnati, Hamilton and Indianapolis Railroad Company, that the failures of train No. 6, May 5, and No. 36, May 12, June 10, 16, 22, 24, 1885, to connect with depending mails at Indianapolis, Ind., were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.		
Remit 97 37		of the deduction noted in report for week ended July 11, 1885, it having been shown by the affidavit of Joseph Hill, general superintendent Terre Haute and Indianapolis Railroad Company, that the failures to connect with depending mails at Indianapolis during the quarter ended June 30, 1885 (except those of train No. 4, April 3, No. 6, April 18, May 16, No. 12, April 25, and June 22, 1885), were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.		
Remit 8 54,		the deduction noted in report for week ended July 25, 1885, it having been shown by the affidavit of Norman Beekley, general manager, that the failure at Benton Harbor to connect with depending mails June 19, 1885, was caused by engine breaking the equalizer, which delayed the train 1 hour and 15 minutes.		
Remit 16 78		the deduction noted in report for week ended July 25, 1885, it having been shown by the affidavits of T. A. Switz, and E. B. Thomas, general manager of the Indianapolis and Saint Louis Railroad Company, that the failures to connect at Indianapolis, Ind., with depending mails during the quarter were due not to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.		
Remit 67 05		of the deduction noted in report for week ended August 8, 1885, it having been shown by the affidavit of L. M. Towne, superintendent of the Kansas City, Fort Scott and Gulf Railroad Company, that the failures of train No. 2, April 30, No. 4, April 4, 9, 15, 16, 24, 26, May 6, June 17, 30, 1885, to connect with depending mails at Kansas City, Mo., were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.		

DECEMBER 5, 1885, INCLUSIVE.

During fourth quarter, 1885.	.....	For willful and persistent refusal to perform service in accordance with contract supplying Ohio and Johnson City on outward trips only.	$100 00	.....
Aug. 17 to 24, 1885	Between Niobrara and Paddock.	Failure 2½ round trips	.....	$7 22
Sept. 24, 29, 1885	On the route.....	Failure total.....	.....	1 52
No. 56, Sept. 15, and No. 42, Sept. 17, 1885.	Albany	Failure of company's messenger to dispatch the mail.	2 00	.....
Mar. 2, 3, 1885.....	On the route.....	Failure round trip	.....	269 00
Mar. 4, 1885	...do	Failure ½ trip	.....	
Sept. 1 to 30, 1885	....do	Failure to perform service....	.....	
Apr. 1 to Sept. 30, 1885	Between Belleville Junction and Keeler.	Only 3 times a week, service performed.	.....	2,635 44
Apr. 3, 1885	Between Rio Vista and Belleville.	Failure 1 way, 98 miles	.....	
Apr. 4, 1885	Between Mound House and Hawthorne.	Failure 1 way, 100.7 miles.....	.....	
July 3, 28; Aug. 28, 1885....	On the route.....	Failure 1 trip	.....	33
July 28 to Sept. 15, 1885.....	....do	Failure to perform service	.....	4 16
During quarter, 1885.....	....do	Failure 3 trips	.....	1 65
July 6 to 15, 1885.....	....do	Failure to perform service	.....	1 36

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions.				
	STAR SERVICE.				
28240	Lisbonville to Kingston	Mo	R. Mylar	$346 00	$0 55
28619	Edinburgh to Trenton	Mo	William Ellison	239 99	38
28653	Silex to Elsberry	Mo	J. A. Craft	336 00	1 07
28737	Lebanon to Hartville	Mo	W. F. Hansberger	419 00	2 01
26418	Osage to Detroit City	Minn	A. N. Sanborn	681 00	3 27
29365	Lockesburgh to Richmond	Ark	B. W. Beedy	583 00	1 86
31154	San Antonio to Bandera	Tex	M. V. Nichols	1,641 00	2 61
	RAILROAD SERVICE.				
10003	Baltimore to Wheeling	Md	Baltimore and Ohio R. R.	119,342 78	
21015	Columbus to Indianapolis	Ohio	Cincinnati, Saint Louis and Pittsburgh R. R.	107,850 60	
22007	New Albany to Indianapolis	Ind	Pennsylvania R. R.	17,648 83	
22012	Evansville to Terre Haute	Ind	Evansville and Terre Haute R. R.	14,808 01	
23055	Decatur to Indianapolis	Ills	Indianapolis, Bloomington R. R.	10,262 92	
23057	Rochelle to Rockford	Ills	Chicago and Iowa R. R.	1,186 74	1 98
28010	Kansas City to Cameron	Mo	Hannibal and Saint Jo R. R.	10,435 75	

fiscal year ending June 30, 1886—Continued.

DECEMBER 5, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $4 40, the deduction noted in report for week ended July 18, 1885, it having been shown by statement of postmaster at Lisbonville that service was rendered April 25, 30; June 15, 19, to within 4 rods of his office each date, omitting in the aggregate service on 20 of a mile.

Remit 1 02 of the deduction noted in report for week ended July 25, 1885, it having been shown by statement of subcontractor, certified by postmaster at Edinburgh, that but 2 miles of service were unperformed June 22, 23, 1885.

Remit 5 35, the deduction noted in report for week ended July 25, 1885, it having been shown by evidence that the failures to supply Auburn were not due to fault or negligence, but were occasioned through a misapprehension of a change of schedule submitted by the Department, and that Auburn was supplied with mail on days following dates of non-supply.

Remit 2 46 of the deduction noted in report for week ended July 25, 1885, it having been shown by certificates of postmaster at Lebanon that the failures of April 24 and June 26 extended over 19 miles of route each date only.

Remit 1 63, the deduction noted in report for week ended October 24, 1885, it having been shown by certificate of the postmaster at Detroit City that no failure occurred to arrive during the week ended August 1, 1885; that he was in error in not reporting an arrival of the carrier July 31, 1885.

Remit 20 92 of the deduction noted in report for week ended April 25, 1885, it having been shown by a statement of the ferryman that the failures during January and February, 1885, were not due to any refusal to pay ferriage on the part of the carrier, but they were caused by exceeding high water rendering it impossible for the ferry to be operated. Furthermore, the subcontractor made satisfactory arrangement with him for the payment of ferriage after the occurrence of March 27 became known to him, the subcontractor.

Remit 2 61 the deduction noted in report for week ended July 25, 1885, it having been shown by a letter of Postmaster Brandon, dated November 25, 1885, stating specifically that the arrival due April 22 occurred April 23, at 3 a. m., and that there was another arrival April 23 at 12 m.; also that departure occurred April 23 and 24 each day, and that late arrivals were unavoidable and caused no detriment to the service.

Remit 55 84 of the deduction noted in report for week ending April 11, 1885, it having been shown by the affidavit of David Lee, general superintendent of the Baltimore and Ohio Railroad Company, that the failures of train No. 2 to connect with depending mails at Wheeling, December 2, 1884, and March 2, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 921 68 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavits of J. M. Van Harlinger, clerk, H. F. Beckett, train-dispatcher, and E. B. Taylor, superintendent of the railroad company, that the failures at Indianapolis, Ind., to connect with depending mails during the quarter ended March 31, 1885 (except those of train No 1, January 22, 23, 26, 27, 28, 29; February 13, 18, 20, 26; March 3, 4, 11, 18, 19, 20, 1885), were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 11 02 of the deduction noted in report for week ended July 18, 1885, it having been shown by the affidavit of E. W. McKenna, superintendent of the Jeffersonville, Madison and Indianapolis Railroad Company, that the failures of train No. 7 to connect with depending mails at Indianapolis, June 14, 23, 26, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 6 27, the deduction noted in report for week ended July 25, 1885, it having been shown by affidavit of J. Ehret, chief train-dispatcher of the Evansville and Terre Haute Railroad Company, that the failures of train No. 3 to connect at Evansville, May 9, 31, 1885, were not due to misconduct nor want of proper skill on the part of the agents and employés of the company.

Remit 8 19 of the deduction noted in report for week ended July 25, 1885, it having been shown by the affidavit of D. W. Bender, superintendent, that the failures of train No. 7 to connect with depending mails at Indianapolis, Ind., April 2 and 17, 1885, were not due to misconduct, negligence, nor want of proper skill on the part of the agents and employés of the company.

Remit 94 of the deduction noted in report for week ended July 25, 1885, it having been shown by the affidavit of W. H. Holcomb, general superintendent of the Chicago and Iowa Railroad Company, corroborated by the statement of the postmaster at Rochelle, that the carrier performed the service on February 17, 1885.

Remit 85 68 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of S. E. Crance, superintendent of the Hannibal and Saint Jo Railroad Company, that the failures of train No. 1 March 1, 4, 5, 6, 10, 12, 17, 19, 21; August 25, 28; September 20, and No. 3 March 2, 5, 6, 20; August 1, 4, 8, 11, 15, 16; September 8, 27, 1885, to connect with depending mails at Kansas City were not due to misconduct, negligence, or want of proper skill on the part of the agents or employés of the company.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	MAIL-MESSENGER SERVICE.				
83509	Sardis to railroad	Ohio	M. Buskirk	$250 00	$0 40
69185	Hickorytown to railroad	Pa	S. Freas	60 00	
85210	State Cut railroad	Ind	P. B. Crawford	20 00	
94046	Hendrickstown to railroad	Mo	J. E. Estes	36 00	
94046	do	Mo	do	36 00	
94046	do	Mo	do	36 00	
94066	Luray to railroad	Mo	W. S. Woodbridge	96 00	
94098	Saint Peters to railroad	Mo	H. G. Hall	144 00	14
96083	Brunett to steamboat landing	La	A. G. Wardell	140 00	23
99001	Coo-y-yah to railroad	Ind. T	C. McCausland	25 00	
100140	Wabaunsee to railroad	Kans	J. P. Evans	75 00	
100140	do	Kans	do	75 00	
100175	Penfield to railroad	Kans	J. B. McCauley	156 00	
	STAR SERVICE.				
24352	Valentine to Boiling Springs	Nebr.	H. C. Slavens	366 67	3 51
	Remissions.				
	STAR SERVICE.				
11127	Purcellville to Mountville	Va.	B. W. Beedy	362 00	57
20263	London to Manchester	Ky.	M. Gregory	660 00	1 05
25135	Lancaster to Burton	Wis.	R. Ritter	247 00	79
25292	Merkling to Saint Cloud to Brockway to Saint Cloud.	Minn.	I. N. Sanborn	196 50 131 00	94 62
7212	Savannah to Bloomfield	Iowa.	J. A. Craft	138 00	66
28803	Sikestown to Ogden	Mo.	O. R. Pigg	135 00	64
	RAILROAD SERVICE.				
6002	Tallman to Sparkill	N. Y.	N. Y. L. E. & W. Rwy	560 45	
15002	Atlanta to Chattanooga	Ga.	W. & A. Rwy	28,177 26	12 86
15002	do	Ga.	do	28,177 26	12 86
15009	Savannah to Jacksonville	Ga.	S. F. & W. R. R	33,725 47	23 09
21033	Columbus to Indianapolis	Ohio.	I. B. & W. R. R. Co	17,778 80	

fiscal year ending June 30, 1886—Continued.

DECEMBER 12, 1885, INCLUSIVE.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
July 1 to 15, 1885	On the route	Failure of eight trips		$3 20
During third quarter, 1885	do	Failure to perform service		15 00
do	do	do		5 00
During fourth quarter, 1884	do	No evidence of service		9 00
During second quarter, 1885	do	do		9 00
During third quarter, 1885	do	do		9 00
During second quarter, 1885	do	do		24 00
August 5, 19	do	Failure of one connection each		28
September 10, 12	do	Failure to perform service		46
Fourth quarter, 1884	do	No evidence of service		6 25
April 1 to May 16, 1885	do	do		9 48
First quarter, 1885	do	do		18 75
August, 19 to September 27	do	Failure to perform service		16 95
During Sept. 1885	Between McCann's and Boiling Springs.	Failure to perform service		11 95

Remit $0 92 of the deduction noted in report for week ended October 17, 1885, it having been shown by late evidence that the failure of August 3, 1885, was only on 2½ miles.

Remit 3 42 of the deduction noted in report for week ended April 25, 1885, it having been shown by affidavit that the failures at London January 15, 16, February 9, occurred on 6 miles only, and those at Manchester January 15, 16, 17, occurred on 5 miles only; so that the deduction should have been $2.88.

Remit 30 87, the deduction noted in report for week ending November 21, 1885, it having been shown by registers of arrivals and departures of the mails that service was properly performed at Burton throughout the quarter.

Remit 31 85, the deduction noted in report for week ended March 28, 1885, it having been shown by affidavit of the clerk of the late postmaster at Merkling, Minn., that service was properly performed from July 1 to December 24, 1884, and certificate of the postmaster at Brockway that service was performed from December 25 to 31, 1884.

Remit 1 00, the deduction noted in report for week ended February 7, 1885, it having been shown by letter of the postmaster at Savannah that he was in error in reporting a failure by the carrier to arrive at and depart from his office October 14, 1884, and statement of the carrier that he traveled at least 4 miles October 7, 1885, in attempting to pass a swollen stream.

Remit 20 35 of the deduction noted in report for week ended November 21, 1885, it having been shown by evidence filed that service was properly performed during quarter, except during the period from July 1 to July 12, 1885.

Remit 56 34, the deduction noted in report for week ended October 17, 1885, it having been shown by the statement of R. C. Jackson, superintendent railway mail service, and the postmaster at Tallman, that the service was performed from July 1 to August 6, 1885.

Remit 12 86, the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of C. Beardsley, train-dispatcher Western and Atlantic Railroad Company, that the failures at Atlanta of train No. 12, to connect with depending mails September 20, 28, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 12 86 of the deduction noted in report for week ended July 25, 1885, it having been shown by the affidavit of C. Beardsley train-dispatcher Western and Atlantic Railroad Company, and the trip reports of the railway postal clerks that the failure of train No. 2, June 21, and No. 12, May 27, 1885, to connect with depending mails at Atlanta was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 23 09, the deduction noted in report for week ended July 11, 1885, it having been shown by the affidavit of O. W. Jackson, master of transportation of the Savannah, Florida and Western Railroad Company, and a re-examination of the evidence in the case that the failures of train No. 42 to connect at Jacksonville with depending mails May 9, 30, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employès of the company.

Remit 4 48 of the deduction noted in report for week ended July 18, 1885, it having been shown by the affidavit of T. Reynolds, train-dispatcher of the Indiana, Bloomington and Western Railroad Company, that the failure of train No. 5 to connect with depending mails at Indianapolis April 4, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE—continued.				
23020	Chicago to Cairo	Ill	Illinois Central R. R	$61,006 95	
28006	Kansas City to Union Pacific Transfer.	Mo	K. C., St. J. & C. B. R. R.	34,612 60	
28022	East Saint Louis to Kansas City	Mo	C. & A. R. R	37,051 21	
33006	Kansas City to Ottawa	Kans	S. Kansas Rwy	7,788 49	
20020	Cincinnati to Chattanooga	Ky	C., N. O. & T. P. Rwy	56,675 55	$77 63 27 17

WEEK ENDING SATURDAY,

	RAILROAD SERVICE.				
1022	Plymouth to North Woodstock	N. H.	B. & L. R. R	$900 31	$1 43
	STAR SERVICE.				
27538	Le Mars to Halley	Iowa	E. M. Hardin	100 00	48
	Remissions.				
	STAR SERVICE.				
20275	Munfordville to Dickey's Mills	Ky	J. A. Craft	395 00	1 26
31866	De Leon to Desdimonia	Tex	J. B. Colegrove	444 00	70
35244	Mitchell to Parsons	Dak	T. G. Bennett	435 14	2 09
	RAILROAD SERVICE.				
15003	Atlanta to West Point	Ga	A. & W. P. R	17,254 47	11 81
19006	Nashville to Decatur	Tenn	L. & N. R. R	18,047 19	

fiscal year ending June 30, 1886—Continued.

DECEMBER 12, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $45 70 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavits of O. A. Berry and G. W. Hatter, train-dispatcher, and Thomas J. Hudson, superintendent of the Illinois Central Railroad Company, that the failures of train No. 2, July 29, No. 44, September 1, No. 10, September 22, No. 12, September 16, 17, 1885, to connect with depending mails at Chicago were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 127 60 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of J. R. Hardy, superintendent Kansas City, Saint Joseph and Council Bluffs Railroad Company, that the failures of train No. 2, July 28, 31, August 8, 20, September 4, 12, 25, and No. 4, July 25, 31, 1885, to connect with depending mails at Kansas City were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 91 35 of the deduction noted in report for week ended August 1, 1885, it having been shown by the affidavit of T. M. Bates, superintendent of transportation Chicago and Alton Railroad Company, that the failures of train No. 6, June 26, No. 48, April 2, 16, 29, 30, May 6, 8, 30, June 23, 1885, to connect with depending mails at Kansas City were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 28 70 of the deduction noted in report for week ended May 9, 1885, it having been shown by the explanatory statement of J. L. Barris, superintendent Southern Kansas Railroad Company (evidence submitted by him under date of May 13, 1885), that the failures of train No. 2, January 21, 28, February 11, and No. 4, January 12, 18, 19, 21, 22, February 13, 18, 25, 1885, to connect with depending mails at Kansas City, Mo., were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 81 51 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of W. W. Wells, superintendent of the Cincinnati, New Orleans and Texas Pacific Railway, that the failures of train No. 6 to connect with depending mails at Cincinnati, Ohio, July 2, 3, August 7, September 24, 25, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company; and, by a re-examination of the evidence in the case, that there was no failure of train No. 2 August 27, 1885, as charged.

DECEMBER 19, 1885, INCLUSIVE.

Aug. 14, 1885	On the route	Failure round trip		$2 86
Nov. 14, 18, 1885	do	Failure total		1 92

Remit $48 09 of the deduction noted in report for week ended May 16, 1885, it having been shown by monthly registers of arrivals and departures that service was performed at Munfordville, and from the statement of the postmaster at Dickey's Mills that the failure of January 16 occurred on about 19 miles, from which it appears that the deduction ought to be $1.91.

Remit 70 of the deduction noted in report for week ended October 24, 1885, it having been shown by reports of postmasters at De Leon and Desdimonia that on August 3 the trip was actually made, the carrier arriving at and departing from De Leon, though without the mail, he not having been sworn; and that he was not sworn solely because postmaster at Desdimonia did not know he was empowered to swear him.

Remit 9 41 of the deduction noted in report for week ended October 24, 1885, it having been shown by statement of postmaster at Mitchell that his register was incorrect, every trip having been performed, and a failure, August 14, not having been charged.

Remit 11 81 of the deduction noted in report for week ended July 25, 1885, it having been shown that the failures of train No. 51 to connect with depending mails at Atlanta, Ga., May 26, 28, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 30 90 of the deduction noted in report for week ended October 10, 1885, it having been shown that the failures of train No. 4 to connect with depending mails at Nashville, July 23, August 7, 27, September 26, 30, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE—continued.				
20005	Louisville to Nashville	Ky	L. & N. R. R	$55,204 00	$37 81
26028	Heron Lake to Woodstock	Minn	St. P. & S. C. Rwy	1,705 43	2 72
27010	Ottumwa to Mason City, &c	Iowa	Central Iowa Rwy	14,215 84	1 01

WEEK ENDING SATURDAY,

	STEAMBOAT SERVICE.				
30097	New Orleans to Hope Villa	La	M. B. Muncy	$4,400 00	$21 15
	RAILROAD SERVICE.				
10	Portland to South Lunenburgh	Me	P. & O. R. R	9,166 19	14 64
	Remissions.				
	STAR SERVICE.				
19561	Raleigh to Cemetery	Tenn	J. R. Pigg	120 00	11
27442	Denison to Odebolt	Iowa	Z. T. Carpenter	470 00	1 50
27481	Winthrop to Rawley	Iowa	J. D. Frier	319 00	50
	STEAMBOAT SERVICE.				
29099	Memphis to Elmot	Ark	J. Lee, sr	10,104 16	48 57
	RAILROAD SERVICE.				
6035	Watertown to Cape Vincent	N. Y	R. W. & O. R. R	1,214 31	1 93
12013	Wheeling to Parkersburgh	W. Va	Ohio River R. R. Co	6,140 89	.....
15003	Atlanta to West Point	Ga	A. & W. P. R. R	17,254 47	.....
20004	Cincinnati to Louisville	Ky	L. & N. R. R. Co	35,866 18	.....

fiscal year ending June 30, 1886—Continued.

DECEMBER 19, 1885, INCLUSIVE—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $75 62 of the deduction noted in report for week ended October 10, 1885, it having been shown that the failures of train No. 3 to connect at Nashville with depending mails, September 5, 12, 14, 26, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 13 60 of the deduction noted in report for week ended October 29, 1881, it having been shown that there were no depending connections at Woodstock on August 5, 6, 10, 13, 15, 16, 17, 18, 19, 27, 1881, there being no other route then terminating at that place.

Remit 4 04 of the deduction noted in report for week ended August 6, 1881, it having been shown that the mail due at Albia, Iowa, at 5 p. m. January 26, 1881, arrived on the 27th at 8.45 a. m., and that the mail of the latter date also arrived at 11 p. m.; that the failures of February 21, 22, 23, March 12, 14, 15, 18, 19 were one way over the route, instead of both ways, as charged; and that the company is entitled to be credited with the price of seventeen quarter trips ($8.58), less the price of nine quarter trips ($4.54), failed January 3, 5, 8, February 7, 16, 17, and March 7, 1881, but not charged.

DECEMBER 26, 1885, INCLUSIVE.

August 21, 1885	On the route	Failure total		$42 30
April 9 to 27, 1885	Between Fabyan House and South Lunenburgh.	Failure both ways (23.62 miles).		12 12

Remit $1 71 of the deduction noted in report for week ended November 1, 1885, it having been shown by the register this day received from Cemetery for third quarter, 1885, that nine half trips more were charged than should have been.

Remit 1 50 of the deduction noted in report for week ended October 24, 1885, it having been shown by certificate of the postmaster at Odebolt, Iowa, that service was properly performed September 9, 1884.

Remit 3 00 of the fine noted in report for week ended October 24, 1885, it having been shown by certificate of the postmaster at Rawley and affidavit of the subcontractor that the failure to connect at Rawley with depending mails during the quarter ended September 30, 1885, was caused by the extremely hot weather, and not a want of attention by the carrier.

Remit 121 42 of the deduction noted in the report for week ended January 10, 1885, it having been shown upon re-examination of the case that the only failures during the quarter were to arrive and depart from Elmot in the week ended December 27, and it appearing that all deviations from the schedule were caused by ice in the river.

Remit 31 84 of the deduction noted in the report for week ended April 18, 1885, it having been shown by the affidavits of J. A. Whitmore, agent of the railroad company, and Henry L. Fox, and the statements of the postmasters at Watertown and Cape Vincent, N. Y., that the railroad company performed all the service on the route during the period from March 17 to 26, 1885, inclusive, by private conveyance.

Remit 2 45 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of C. L. Williams, assistant superintendent of the Ohio River Railroad Company, that the failures of train No. 4 to connect with depending mails at Wheeling, August 13, 1865, was not due to negligence, misconduct, or want of proper skill on the part of the agents and employés of the company.

Remit 5 90 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of J. C. McKenzie, train dispatcher of the Atlanta and West Point Railroad Company, that the failure to connect with depending mails at Atlanta, Ga., July 8, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 16 77 of the deduction noted in report for week ended October 10, 1885, it having been shown that the failures of train No. 2 to connect with depending mails at Cincinnati, Ohio, July 13, 17, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE—continued.				
21024	Hamilton to Indianapolis	Ohio	C., H. & I. R. R	$81,109 19	
23007	Chicago to Burlington	Ill	C., B. & Q. R. R	144,426 60	
23042	Chicago to Danville	Ill	C. and E. Ill. Rwy	14,213 35	
27089	Sac City to Kingsley	Iowa	C. and N. Western Rwy	3,146 00	$5 02
34026	De Witt to Tobias	Nebr	N. and Colo. R. R	1,014 88	1 62
38028	Denver to Longmont	Colo	D. and U. P. R. R	1,541 13	

WEEK ENDING SATURDAY,

	STAR SERVICE.				
47101	Haines to Juneau	Alaska	J. H. Voorhees	$600 00	$25 00
47102	Fort Wrangle to Jackson	Alaska	ditto	1,000 00	41 66
	MAIL-MESSENGER SERVICE.				
69044	Blue Rock to railroad		C. Rice	70 00	
69131	Herriottsville to railroad		I. L. Boyce	72 00	
69411	Sinnamahoning to railroad		D. A. Fulton	72 00	
69458	Ulster to railroad		U. Shaw	90 00	
69542	Weaver's Old Stand to railroad		J. A. Jones	85 00	
73141	Le Mont to railroad	Va	E. T. Phillips	135 00	21
83470	Freeland to railroad	Ohio	S. Warne	125 00	
83486	Glenford to railroad	Ohio	J. Murdock	120 00	
90199	Beaver to railroad	Wis	R. Brown	108 00	
91074	Norwood to railroad	Minn	J. J. Sandquest	175 00	
92215	Tracy to railroad	Iowa	J. J. O'Hearne	72 00	
96067	Slidell to railroad	La	A. Saucier	58 00	
103058	Waverly to railroad	Dak	A. Baxter	150 00	
103058	ditto	Dak	ditto	150 00	
106070	Saint Elmo to railroad	Colo	O. B. Meskimen	150 00	
	Remissions.				
	STAR SERVICE.				
25261	Necedah to Strong Prairie	Mo	E. F. Warren	103 00	
28377	Conway to Thorpe	Mo	W. Haynus	202 50	64
28580	Columbia to Cedar City	Mo	H. C. Slavens	684 00	72

fiscal year ending June 30, 1886—Continued.

DECEMBER 26, 1885, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $12 12 of the deduction noted in report for week ended November 7, 1885, it having been shown that the failures of trains Nos. 6 and 36 to connect with depending mails at Indianapolis during the quarter ended September 30, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 104 50 of the deduction noted in the report for week ended November 7, 1885, it having been shown that the failures of train No. 4, August 21, September 11, 12, 21, 1885, were not due to misconduct or negligence or want of proper skill on the part of the agents and employés of the company.

Remit 4 25 of the deduction noted in report for week ended October 24, 1885, it having been shown that the failure of train No. 4 to connect with depending mails at Chicago, Ill., June 27, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 7 53 of the deduction noted in report for week ended October 31, 1885, it having been shown by the statement of M. M. Kirkman, comptroller Chicago and Northwestern Railroad Company (and a re-examination of the case), that the failure at Sac City to depart September 25, and at Kingsley to arrive and depart September 25, was due to their being no postal clerk on train to receive the mail.

Remit 1 62 of the deduction noted in report for week ended July 18, 1885, it having been shown by the affidavit of T. E. Calvert, general superintendent Burlington and Missouri River Railroad in Nebraska, operating the Nebraska and Colorado Railway, corroborated by the statement of the postmaster at Tobias, Nebr., that the service was all performed over the route May 27, 1885.

Remit 663 82 of the deduction noted in report for week ended November 14, 1885, it having been shown that the company ran its trains and performed all the service, except one way, between the Canfield and Longmont (9.41 miles), during the period from August 1, 1884, to September 31, 1885.

JANUARY 2, 1886, INCLUSIVE.

During September, 1885	On the route	Failure round trip		$50 00
July and September, 1885	Fort Wrangle	No departures for Jackson reported.		41 66
Oct. 10, 1885	On the route	No service performed		19
Oct. 18 to Nov. 5, 1885	....do	....do		3 72
Nov. 13 to 25, 1885	....do	....do		2 54
Oct. 6 to Dec. 15, 1885	....do	....do		14 92
Oct. 3 to Dec. 19, 1885	....do	....do		18 02
During quarter, 1885	....do	Failure one trip		21
Nov. 18 to Dec. 31, 1885	....do	No service performed		14 95
Nov. 10, 1885	....do	....do		33
Nov. 18 to Dec. 31, 1885	....do	....do		12 92
July 1 to 7, 1885	....do	No evidence of service		3 33
During quarter, 1885	....do	....do		2 57
Apr. 1 to 21, 1885	....do	....do		3 35
During quarter, 1885	....do	....do		37 50
Oct. 1 to 31, 1885	....do	....do		12 64
July 1 to 18, 1885	....do	....do		7 34

Remit $12 88 of the deduction noted in report for week ended November 21, 1885, it having been shown by registers of arrivals and departures of the mails that service was regularly performed during quarter without failure or delinquency.

Remit 2 47 of the deduction noted in report for week ended October 24, 1885, it having been shown by evidence that no failure occurred July 1, and that failures of July 3 and 13 were over but 5½ and 2½ miles, respectively.

Remit 14 02 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of subcontractor, together with certificate of postmaster at Ashland, that the (service) failure of July 5; 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 31, 1885, occurred over a distance of 3 miles only each date.

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	Remissions—Continued.				
	RAILROAD SERVICE.				
8123	Pittsburgh to Youngstown	Pa	P. and L. E. R. R.	$9,906 09	$2 87
15023	Brunswick to Albany	Ga	B. and Western R. R. Co	7,782 80	10 66
21047	Chicago to Chicago	Ohio	B. and O. R. R. Co	45,877 59	21 99
22038	Indianapolis to Chicago	Ind	L., N. A. and C. Rwy	13,123 55	9 67
33008	Kansas City to Webb City	Kans	K. C., Ft. S. and G	19,584 24	.....
38012	Salida to State Line	Colo	D. and R. G. R. R.	23,811 93	32 61
	MAIL-MESSENGER SERVICE.				
74054	Peerless to railroad	W. Va	W. G. McConihay	60 00	.....
89256	West Troy to railroad	Mich	J. E. Mailhot	150 00	.....

WEEK ENDING SATURDAY,

	STAR SERVICE.				
6998	Buffalo to railroad depots and stations.	N. Y	H. C. Slavens	$4,900 00	.....
11106	Annandale to Washington	Va	B. W. Beedy	418 00	$0 66
16224	Apalachicola to Carabelle	Fla	J. D. Emerson	773 00	2 47
16224	....do	Fla	....do	.....	.....
16224	....do	Fla	....do	.....	.....
16225	....do	Fla	....do	.....	.....
21705	Toledo mail-messenger service	Ohio	H. S. Slavens	5,670 00	.....
21705	....do	Ohio	....do	.....	.....
24286	Winooski to railroad	Wis	E. F. Warren	280 00	22
28676	Kansas City mail-messenger service	Mo	H. S. Slavens	5,850 00	.....
28676	....do	Mo	....do	.....	.....
	MAIL-MESSENGER SERVICE.				
68132	Secaucus to railroad	N. J	W. A. Graham	75 00	.....
68141	Stockholm to railroad	N. J	C. Ross	100 00	.....
85205	Scipio to railroad	Ind	J. A. Gable	93 00	.....

fiscal year ending June 30, 1886—Continued.

JANUARY 2, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $12 91, the deduction noted in report for week ended October 17, 1885, it having been shown by the affidavit of R. W. Jones, master of transportation of the Pittsburgh and Lake Erie Railroad Company, that the failures of train No. 4 to connect with depending mails at Pittsburgh, Pa., during the quarter ended September 30, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 63 96, the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of J. A. McDuffie, master of transportation of the Brunswick and Western Railroad Company, that the interruption to the service was caused by the washing away of the track in many places; that trains were run as far as possible over the route; that the company made every effort to get the mails through, and that the cause of failures was beyond the control of the company.

Remit 21 99 of the deduction noted in report for week ended October 10, 1885, it having been shown by affidavit of T. Fitzgerald, master of transportation of the Ohio Division of the Baltimore and Ohio Railway, that the failures of train No. 4 to connect with depending mails at Chicago, June 21, 22, 1885, were not caused by misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 116 04 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of D. E. Finley, chief train-dispatcher of the Louisville, New Albany and Chicago Railroad Company, that the failures of No. 8, July 1, 2, 3, 4, 5, 6; August 18; No. 12, July 1, 2, 3, 4, 29; September 11, 25, 30, at Indianapolis; and No. 1, June 23, July 2, 8, 29, August 1, 13, 14, 22, 28, 1885, at Chicago, to connect with depending mails, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 26 82 of the deduction noted in report for week ended November 7, 1885, it having been shown by the affidavit of L. W. Towne, superintendent Kansas City, Fort Scott and Gulf Railroad Company, that the failures of July 11, 17, 21, and September 17, 1885, were not due to the misconduct, negligence, or want of proper skill on the part of the agents of the company.

Remit 16 30, the reduction noted in report for week ended November 7, 1885, it having been shown by a re-examination of the registers of the arrivals and departures of the mails that the mail due to arrive at Salida, Colo., at 12.14 p. m. August 7, arrived on the 8th at 6.30 a. m., and that all the delays during the period from August 8 to 11 were caused by washouts on the road.

Remit 31 75 of the deduction noted in report for week ended August 22, 1885, it having been shown by the affidavit of the messenger that service was duly performed during the period from October 1, 1884, to October 23, 1884.

Remit 37 50, the deduction noted in report for week ended August 8, 1885, it having been shown by the report of postmaster that the service was performed.

JANUARY 9, 1886, INCLUSIVE.

November 9, 1885	On the route	Failure to take the mails in time to connect with 4.50 a. m. train east on New York Central Railroad.	$2 50	
Dec. 25, 1885	....do	Failure total		$1 32
Aug. 12, 31; Sept. 4, 25, 1885	Apalachicola	Failure to arrive		
Aug. 13; Sept. 5, 26, 1885	....do	Failure to depart		
Aug. 12, 14; Sept. 16, 21, 25, 1885	Carabelle	Failure to arrive		19 76
Aug. 15; Sept. 3, 19, 26, 1885	....do	Failure to depart		
Nov. 11, 1885	On the route	Failure to get mail to depot in time for train 3, route 21061.		
Oct. 2, 1885	....do	Failure to have a wagon ready for mail to train 4, route 24020.	5 00	
July 1, 1883, to Sept. 30, 1885	Between Plymouth and railroad station.	Failure to perform service on ⅛ of a mile.		48 44
Oct. 14, 16, 22, 1885	Grand Avenue Depot.	No wagon for train 3		
Oct. 23, 1885		Dispatched mail by street-car instead of regulation wagon.	1 50	
July 1 to 13, 1885	On the route	No evidence of service		2 65
July 1 to 7, 1885	....do	....do		1 90
December 4 to 22, 1885	....do	Failure to perform service		4 80

Report of fines and deductions during the

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	STEAMBOAT SERVICE.				
20097	Louisville to Evansville	Ky	W. H. Hite	$10,000 00	$15 97
20097	do	Ky	do		
20097	do	Ky	do		
20097	do	Ky	do		
20097	do	Ky	do		
29097	Memphis to Terreno	Ark	J. D. Adams	18,724 75	60 04
29097	do	Ark	do		
29097	do	Ark	do		
29097	do	Ark	do		
30091	Natchez to Vicksburg	La	J. G. Stewart	11,750 00	37 65
30091	do	La	do		
30097	New Orleans to Port Vincent	La	M. B. Muncey	3,864 35	18 57
	RAILROAD SERVICE.				
6011	New York to Buffalo	N. Y.	N. Y. C. and H. R. R. R. P. O. cars.	523,783 26 157,520 00	
6011	do	N. Y.	do		
6011	do	N. Y.	do		
6011	do	N. Y.	do		
6011	do	N. Y.	do		
6011	do	N. Y.	do		
8001	Philadelphia to Pittsburgh	Pa	Pa. R. R. Co	387,120 71	85 33 530 30
8041	Pittsburgh to Wheeling	Pa	B. and O. R. R.	4,221 47	
8063	Pittsburgh to Cumberland	Pa	do	21,741 45	
8123	Pittsburgh to Youngstown	Pa	P. and L. E. R. R.	9,906 09	4 63 13 56
13006	Salisbury to Warm Springs	N. C	W. N. C. R. R	19,478 88	26 68
20004	Cincinnati to Louisville	Ky	L. and N. R. R		16 77
20005	Louisville to Nashville	Ky	do	55,204 00	37 81 75 62
21028	Cincinnati to Parkersburgh	Ohio	C. W. and B. Rwy	74,082 84	50 74 101 48
21037	Niles to New Lisbon	Ohio	N. Y., L. E. and W. Rwy	1,758 18	2 80
21037	do	Ohio	do		

fiscal year ending June 30, 1886—Continued.

JANUARY 9, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 9, 1885	Louisville	Failure to arrive		
Oct. 15, 1885	....do	Failure to depart		
Oct. 18, 22; Nov. 1, 12, 1885	....do	Failure to connect	.....	$95 82
Oct. 9, 13, 14, 1885	Evansville	Failure to arrive		
Oct. 7, 13, 14 1885	....do	Failure to depart		
Week ended Oct. 17, 1885	Memphis	Failure to depart once		
Week ended Dec. 19, 1885	... do	Failure to arrive once		
Weeks ended Oct. 10; Dec. 10, 1885.	Terrene	Failure to depart once	.....	180 12
Week ended Oct. 31, 1885	....do	Failure to depart twice		
Dec. 6, 1885	Gum Ridge	Failure to supply	$4 00	.....
Dec. 7, 1885	....do	.....do		
Dec. 24, 1885	On the route	Failure total	.....	37 14
.....	Between Albany and Buffalo.	Failure to run r. p. o. cars as follows: Two 50 and two 60 foot cars on train No. 7, Aug. 12, 13.		
.....	Between Amsterdam and New York.	Two 60-foot on No. 14, Aug. 12; and No. 21, Aug. 14.		
.....	Between Albany and Amsterdam.	Two 60-foot on No. 2, Aug. 13, 14; and on No. 23 one 60-foot Aug. 13; and one 60-foot Aug. 14.	.....	391 94
.....	Between Syracuse and New York.	One 50 and one 60 foot on No. 16, Aug. 13; and two 60-foot on No. 14, Aug. 14, and No. 21, Aug. 15.		
.....	Between Albany and New York.	One 60-foot on No. 2, Aug. 13, 14.		
.....	Between Albany and Syracuse.	Two 60-foot on No. 21, Aug. 13.		
.....	Between Syracuse and Buffalo.	One 60-foot on No. 21. Aug. 13, 1885.		
No. 3, Dec. 2, 7, 11, 22; No. 7, first section Oct. 20; Dec. 7, 18, 15, 20, 30, and third section Dec. 15, 22, 30; No. 9, Nov. 17; Dec. 8, 14, 18; and No. 13, Dec. 17, 18, 24, 1885.	Pittsburgh	Failure to connect	896 00	.....
No. 3, Oct. 1, 10, 21, 29; No. 105, Oct. 1 to 31; No. 106, Dec. 4, 7, 8, 10, 15, 16, 19, 25, 26, 1885.	....do	.....do	38 50	38 50
No. 4, Oct. 30; No. 12, Oct. 16, 23; Dec. 12, 24, 31; No. 3, Dec. 15, 17, 19, 23, 24, 25; No. 5, Dec. 24, 1885.	....do	.....do	58 50	58 50
No. 4, Oct. 1, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 18, 20, 23, 25, 28, 29, 30; Nov. 1, 4, 5, 6, 8, 9, 11, 13, 14, 15, 22, 24, 25, 26, 27; Dec. 1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31; No. 8, Oct. 3, 8, 9, 17, 19, 27; Nov. 22; Dec. 7, 13; No. 12, Dec. 1, 13, 24, 27, 1885.	....do	.....do	171 00	.....
Dec. 22, 1885	Between Asheville and Warm Springs.	Failure both ways	.....	11 57
No. 2, Oct. 8; Dec. 12, 14, 16, 18; No. 6, 10, 1885.	Cincinnati	Failure to connect	50 00	.....
No. 3, Aug. 15; Oct. 1, 16, 17, 21; No. 6, Dec. 24, 1885.	Nashville	.....do	132 00	.....
No. 2, Oct. 7; No. 3, Dec. 17; No. 6, Oct. 23; Dec. 2, 6, 12, 1885.	Cincinnati	.....do	152 00	.....
Nov. 21, 1885	Niles	Failure to arrive	.....	4 20
.....do	New Lisbon	Failure to arrive and depart		

Report of fines and deductions during the

WEEK ENDING SATURDAY

No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
	RAILROAD SERVICE—continued.				
21047	Chicago to Chicago	Ohio	B. and O. R. R	$45,877 59	$21 99 62 84
22003	Indianapolis to Cincinnati	Ind	C. I., St. L. and C. Rwy	34,669 91	13 03 47 49
22003	do	Ind	Three lines R. P. O	10,026 00	13 73
22003	do	Ind	do		
22005	Indianapolis to La Fayette	Ind	C., I., St. L. and C. Rwy	22,435 48	8 60 30 73
			R. P. O. cars	4,211 35	5 76
22005	do	Ind	do		
22010	Cincinnati to East Saint Louis	Ind	O. & M. Rwy	106,702 10	
22019	Louisville to North Vernon	Ind	do	8,021 08	2 74 10 98
23020	Chicago to Cairo	Ill	Illinois Central Rwy	61,006 95	44 99 83 57
24001	Toledo to Detroit	Mich	L. S. & Mich. S. Rwy	10,709 79	6 62 17 10
28016	Pleasant Hill to Olathe	Mo	K. C., G. & S. Rwy	1,494 11	
	Remissions.				
	STAR SERVICE.				
17543	Hanby's Mills to Robbins' Cross-Roads.	Ala	H. V. Childress	69 00	66
30340	Abbeville to Ramsey	La	J. J. Campbell	188 00	60
31509	Rockland to Boon's Ferry	Tex	B. W. Beedy	130 00	62
	RAILROAD SERVICE.				
30008	Vicksburg to Shreveport	La	V., S. & P. Rwy	4,011 34	5 49
33006	Kansas City to Ottawa	Kans	S. Kans. Rwy	7,788 49	5 74
35013	Ripon to Portland	Dak	St. P., M. & M. Rwy	2,405 02	

fiscal year ending June 30, 1886—Continued.

JANUARY 9, 1886, INCLUSIVE—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 4, Oct. 3, 7, 13; Nov. 27; Dec. 5, 7, 8, 11, 24, 29; No. 6, Nov. 4; Dec. 5, 9, 29, 1885.	Chicago, Ill.....	Failure to connect.....	$154 00	.....
No. 1, Nov. 16, 25; No. 5, Oct. 5; Dec. 1, 23, 29, 1885.	Indianapolis.....	.....do	78 00	.....
No. 2, Oct. 11, 31; Dec. 15; No. 4, Oct. 2, 7; Dec. 1, 1885.	Cincinnati.....	.....do		
Dec. 5, 1885.....	Indianapolis.....	No r. p. o. car on train No. 2, leaving at 3.45 p. m. (due to leave at 4 a. m.).	.....	$13 [illegible]
No. 2, Oct. 31; Dec. 5, 11, 15; No. 4; Oct. 7, 20; Nov. 6; Dec. 15; No. 6; Oct. 21, 28; Nov. 13, 17, 28, 1885.	Indianapolis.....	Failure to connect.....	56 00	.....
Dec. 5, 1885.....	....do	No postal car on train arriving at 3.30 p. m. (due at 3.30 a. m.)	.....	5 [illegible]
No. 4, Oct. 6, 9, 13, 18, 22, 28, 30; Nov. 18; No. 2, Nov. 21, 1885.	Cincinnati.....	Failure to connect.....	325 00	.....
No. 13, Oct. 8, 10, 28; Dec. 1, 5, 8, 16. 1885.	Louisville	.....do	9 50	.....
No. 2, Oct. 17; Nov. 3, 24; Dec. 24; No. 4, Oct. 1; Dec. 5, 10, 1885.	Chicago	.....do	157 50	.....
No. 102, Oct. 14; No. 130, Sept. 4; Oct. 30, 1885.	Detroit	.....do	10 00	.....
Aug. 25 to Sept. 3. 1885.....	Bet. Pleasant Hill and Raymore.	Failure to perform service....	.....	11 61

Remit $17 25 of the deduction noted in the report for week ended November 24, 1885, it having been shown by the reports of the postmaster at Robbins' Cross-Roads that the service was all performed from July 1 to September 30, 1885.

Remit 12 26 of the deduction noted in report for week ended November 7, 1885, it having been shown by a certificate, form 2212, duly sworn to, of J. T. Sabit, who was postmaster at Abbeville during the period for which the deduction was made, setting forth that the service was regularly performed three times a week from July 1 to August 15, 1885.

Remit 10 99 of the deduction noted in report for week ended November 7, 1885; it having been shown by register of arrivals and departures of postmaster at Boon's Ferry (received since making this case) that service was duly performed in July and August, 1885, to and from his office twice a week.

Remit 9 74 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of R. A. Lybrook, train-despatcher of the Vicksburg, Shreveport and Pacific Railroad Company, that on January 15 there was an aggregate of 61.12 miles one way more service performed by the company than it was credited with (see case, June quarter); that the failures of January 20, 23, 26, 1885, were one way between Delta and Vicksburgh only (4.52 miles) only, and that the company is entitled to be credited with service amounting to, in the aggregate, 306.46 miles one way.

Remit 2 87 of the deduction noted in report for week ended August 8, 1885, it having been shown by the affidavit of J. L. Barnes, superintendent of the Southern Kansas Railway Company, that the failure of train No. 4 to connect with depending mails at Kansas City, Mo., June 29, 1885, was not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 300 62 of the deduction noted in report for week ended October 17, 1885, it having been shown by the affidavit of E. B. Wakeman, assistant general superintendent of the Saint Paul and Minneapolis Railroad Company, and the statement of James E. White, superintendent railway mail service, that service was regularly performed six times a week each way on Route 35013, Ripon to Portland Junction, during the quarter ended September 30, 1885.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE.				
1886. Jan. 11	16091	Tampa to Key West	Fla	J. D. Emerson	$22,565 74	$108 48
	16091	do	Fla	do		
	16091	do	Fla	do		
	16091	do	Fla	do		
	16091	do	Fla	do		
	16091	do	Fla	do		
	16097	Jacksonville to Fort George	Fla	J. B. Colegrove	1,599 00	2 54
		RAILROAD SERVICE.				
	17006	Selma to Akron	Ala	C. S. & M. R. R	3,871 09	5 30
	18003	Vicksburg to Meridian	Miss	V. & M. R. R	13,105 70	17 95
	18003	do	Miss	do		
	18003	do	Miss	do		
	19006	Nashville to Decatur	Tenn	L. & N. R. R	18,047 19	12 36 24 72
	20020	Cincinnati to Chattanooga	Ky	C., N. O. & T. Rwy	56,675 55	38 81
	21045	Toledo to Elkhart	Ohio	L. S. & M. S. Rwy. (R. P. O. cars).	59,118 70 25,509 40	
	21095	Buffalo to Chicago	Ohio	L. S. & M. S. Rwy. (R. P. O. cars).	462,164 40 142,805 00	
	22002	Indianapolis to Terre Haute	Ind	T. H. & I. Rwy	41,215 03	2 34 15 19 56 45
	23031	Belleville to O'Fallon Depot	Ill	L. & N. Rwy	313 78	50
	23031	do	Ill	do		
	23031	do	Ill	do		
	23078	McLeansborough to Shawneetown.	Ill	do	1,762 15	2 81
		Remissions.				
		STAR SERVICE.				
	28078	Perry to New London	Mo	W. F. Hansberger	343 56	1 09
	25491	Poygan to Omro	Wis	F. F. Warren	63 00	60
	47102	Fort Wrangle to Jackson	Alaska	J. H. Voorhees	1,000 00	41 66

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 4, 7, 1885	Tampa	Failure to arrive		
Dec. 1, 4, 1885	do	Failure to depart		
Nov. 23, 27; Dec. 28, 1885	do	Failure to connect	.....	$759 36
Oct. 10, 31; Dec. 2, 5, 1885	Key West	Failure to arrive		
Oct. 11; Dec. 3, 6, 1885	do	Failure to depart		
Oct. 6, 1885	On the route	Failure round trip	.....	5 08
Nov. 7, 1885	On the route	Failure round trip	.....	10 60
Oct. 15, 22, 24, 1885	Vicksburg	Failure to arrive		
Oct. 22, 1885	Meridian	do	$9 00	25 90
Oct. 26, 1885	Vicksburg	Failure to connect		
No 2, Oct. 16; Dec. 13, 18; No. 4, Oct. 10, 16, 28; Dec. 13, 1885.	Nashville	do	43 00	
No. 2, Oct. 15, 29; Nov. 2; Dec. 9, 28, 29; No. 6, Oct. 2, 3, 5, 11, 15, 16, 17, 18, 22, 28, 30; Nov. 5, 6, 7, 10, 11, 12, 13, 17, 19, 29; Dec. 6, 12, 18, 23, 27, 29, 1885.	Cincinnati	do	640 00	
.....	On the route	Failure to run R. P. O. cars as follows: One 50-foot and two 60-foot cars on train No. 9, Aug. 13; one 60-foot car one way on train No. 3, Aug. 14, 1885.	.....	36 45
.....	.....	Failure to run R. P. O. cars as follows: West bound train, No. 7, over the route, two 60-foot and two 50-foot cars; No. 9, between Buffalo and Toledo (296 miles), two 60 and one 50 foot cars; between Elkhart and Chicago (86.1 miles), two 60 and one 50 foot cars; No. 3, between Buffalo and Cleveland (183 miles), two 60 foot cars; between Cleveland and Elyria (25.1 miles), Millbury and Toledo (8.1 miles), and Elkhart and Chicago (101.3 miles), one 60 foot car, Aug. 13; and No. 1, between Buffalo and Cleveland (183 miles), one 60 foot car, Aug. 14, 1885.	.....	285 92
No. 2, Dec. 23; No. 6; Oct. 1, 2, 4, 5, 8, 12, 13, 26, 29, 30, 31; Nov. 9, 16, 19, 23, 1885.	Indianapolis	Failure to connect	120 00	
Oct. 6, 19; Nov. 16, 30; Dec., 1885.	Belleville	Failure to depart		
June 20, 1885	do	Failure to arrive and depart	.....	2 25
Dec. 1, 1885	O'Fallon Depot	do		
Nov. 19; Dec. 7, 8	McLeansborough	Failure to connect	6 00	

Remit $42.94, the deduction noted in report for week ended Nov. 21, 1885, it having been shown by evidence that the service was regularly performed over entire route during September and July, 1885.

Remit 10 50 of the deduction noted in report for week ending November 21, 1885, it having been shown by the certificate of the postmaster at Poygan that service was regularly performed at that office during the quarter ended September 20, 1885, and month of June, 1885.

Remit 41 66, the deduction noted in report for week ended January 2, 1886, it having been shown by affidavit of Rev. Sheldon Jackson, general agent of education for Alaska, that service was fully performed during the quarter ended September 30, 1885.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STEAMBOAT SERVICE.				
1886. Jan. 11	28097	Louisville to Evansville	Ky	W. H. Hite.....	$15,000 00	$23 96
		STAR SERVICE.				
Jan. 12	9072	Philadelphia to R. R. stations, &c.	Pa	J. S. Brown	27,200 00	.....
	9072	.....do	Pa	.....do	.....	.....
	13105	Murphy to Tellico Plains	N. C....	J. G. Chastain	351 00	1 68
	13113	Forney's Creek to Chilhowee..	N. C....	A. B. Welsh.....	275 00	1 32
	13118	Franklin to Clayton	N. C....	J. C. Hodgkins.....	500 00	79
					512 00	81
	13118	.....do	N. C....	.....do	.....	.....
	13143	Warm Springs to Spring Creek.	N. C....	L. M. Segle	160 00	51
	13143	.....do	N. C....	.....do	.....	.....
	13121	Franklin to Walhalla.....	N. C....	E. T. Clemmons	1,279 00	2 03
	13121	.....do	N. C....	.....do	.....	.....
	13130	Brevard to Travellers' Rest....	N. C....	.....do	583 00	1 86
	13130	.....do	N. C....	.....do	.....	.....
	13136	Waynesville to Fine's Creek...	N. C....	T. G. Gibson	324 00	1 03
	13136	.....do	N. C....	.....do	.....	.....
	13137	Webster to Franklin	N. C....	S. D. Castleman.....	460 00	73
	13146	Asheville to Crab Tree	N. C....	T. G. Gibson	690 00	55
						11
	13152	Hendersonville to Brevard.....	N. C....	Allen & Johnson	723 00	1 15
	13161	Marion to Fonta Flora.....	N. C....	A. Easley	142 00	68
	13161	.....do	N. C....	.....do	.....	.....
	13163	Burnsville to Bakersville	N. C....	H. N. Woodruff.....	195 00	62
	13164	Burnsville to Asheville	N. C....	Edwards & Edwards..	877 00	1 40
	13164	.....do	N. C....	.....do	.....	.....
	13166	Burnsville to Ivy	N. C....	H. N. Woodruff.....	52 00	50
	13165	Burnsville to Spruce Pine	N. C....	.....do	312 00	49
	13165	.....do	N. C....	.....do	.....	.....
	13171	Bakersville to Johnston City ..	N. C....	E. T. Clemmons.....	768 00	1 22
	13171	.....do	N. C....	.....do	.....	.....
	13171	.....do	N. C....	.....do	.....	.....
	13172	Bakersville to Marion	N. C....	.....do	761 00	1 21
	13172	.....do	N. C....	.....do	.....	.....
	13172	.....do	N. C....	.....do	.....	.....
	13172	.....do	N. C....	.....do	.....	.....
	13172	.....do	N. C....	.....do	.....	.....
	13182	Valley Crucis to Butler.....	N. C....	J. Hicks	262 12	83
	13182	.....do	N. C....	.....do	.....	.....
	13182	.....do	N. C....	.....do	.....	.....
	13188	Lenoir to Trade	N. C....	E. T. Clemmons	1,063 97	1 69
	13188	.....do	N. C....	.....do	.....	.....
	13188	.....do	N. C....	.....do	.....	.....
	13190	Patterson to Globe	N. C....	H. N. Woodruff.....	104 00	50
	13191	Camp Creek to Holly Bush	N. C....	T. G. Gibson	59 00	56
	13192	Happy Home to Lenoir	N. C....	H. N. Woodruff.....	217 60	83
	13194	Morganton to Lenville Cove...	N. C....	C. H. Barrier, jr	425 00	1 36
	13194	.....do	N. C....	.....do	.....	.....
	13201	Rutherfordton to Marion	N. C....	H. N. Woodruff	304 07	1 46
	13201	.....do	N. C....	.....do	.....	.....
	13201	.....do	N. C....	.....do	.....	.....
	13201	.....do	N. C....	.....do	.....	.....
	13201	.....do	N. C....	.....do	.....	.....
	13201	.....do	N. C....	.....do	.....	.....
	13202	Rutherfordton to Spartansburgh.	N. C...	G. D. Carrier	294 00	1 41
	13204	Forest City to Gaffney City....	N. C....	A. Easley.....	244 00	1 17
	13204	.....do	N. C....	.....do	.....	.....
	13205	Forest City to Spartanburgh...	N. C ...	S. D. Castleman	516 00	1 51
	13209	Shelby to Rutherfordton.....	N. C ...	E. T. Clemmons	592 00	94
	13211	Shelby to Shelby	N. C ...	A. Easley.....	333 00	1 06
	13212	Shelby to Gaffney City	N. C ...	J. F. Logan.....	196 00	95

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $23 96 of the deduction noted in report for week ended October 17, 1885, it having been shown by affidavits (see within) that the failures to connect at Louisville, September 15 and 27, were caused by fog.				
During fourth quarter, 1885..	Philadelphia.....	Delays in delivery of mail ...		
Dec. 10, 1885	....do	Failure to connect with N. Y. & W. R. P. O., fast mail south, 7.20, a. m.	$70 83	.....
Oct. 30; Dec. 14, 1885.....	On the route	Failure on 28½ miles and back.	.....	$4 72
Oct. 6, 7, 1885	....do	Failure round trip	.....	2 64
Nov. 7, 1885	Clayton.....	Failure to arrive and depart ..	.....	1 36
Oct. 29, 1885	....do	Failure on 9 miles and back...		
Oct. 29; Nov. 7, 1885	Warm Springs....	Failure to arrive and depart ..	.....	1 53
Nov. 16, 1885	Spring Creek	.....do		
Oct. 29; Nov. 7, 1885.....	Between Franklin and Highlands.	Failure on 19½ miles and back.		
Nov. 7, 1885	Between Highlands and Walhalla.	Failure on 15 miles and back..	.....	4 28
Oct. 5, 1885.....	On the route	Failure on 20 miles and back..	.....	3 24
Oct. 28, 1885.....	....do	Failure on 16 miles and back..		
Nov. 9; Dec. 7, 11, 1885.....	....do	Failure on 12 miles and back..	.....	6 86
Oct. 11, 30, 1885.....	....do	Failure 2 round trips		
Dec. 2, 7, 1885.....	Franklin.....	Failure to bring paper mail ...	2 00	.....
Nov. 7, 1885.....	Between Asheville and Leicester.	Failure round trip	.....	1 10
Oct. 29, 1885	On the route.....	Failure on 18½ miles and back.	.....	1 63
Oct. 13, 31, 1885	....do	Failure round trip	.....	4 08
Nov 7, 14, 1885	Marion	Failure to arrive and depart ..		
Oct. 13, 29, 31; Nov. 7, 10; Dec. 10, 15, 1885.	On the route	Failure on 10½ miles and back.	.....	4 44
Oct. 12, 28; Nov. 7, 1885.....	Burnsville	Failure to arrive and depart ..	.....	8 46
Oct. 29; Nov. 3, 7, 1885	Asheville	.....do		
Dec. 11, 25, 1885	....do	Failure on 2 round trips	.....	2 00
Oct. 1, 2, 13, 28, 30, 31; Nov. 7; Dec. 10, 11, 1885.	On the route	Failure on 4 miles and back...	.....	4 48
Oct. 12, 29, 1885	....do	Failure on 2 round trips		
Nov. 7, 1885	....do	Failure on 24 miles and back..	.....	3 10
Oct. 12, 1885.....	....do	Failure on 7½ miles and back..		
Oct. 29, 1885.....	....do	Failure on 10½ miles and back.		
Nov. 7, 1885.....	....do	Failure round trip		
Oct. 12, 30, 1885	Bakersville	Failure to arrive and depart ..		
Oct. 29, 1885.....	....do	Failure to arrive	.....	10 89
Oct. 31, 1885.....	....do	Failure to depart		
Oct. 1, 13, 29, 30, 1885	Marion	Failure to arrive and depart ..		
Nov. 9, 1885.....	Butler	Failure to arrive.....	.....	2 13
Nov. 13, 1885.....	....do	Failure to depart		
Oct. 29, 1885.....	On the route.....	Failure on 18 miles and back..		
Oct. 31, 1885.....	....do	Failure on 38 miles and back..	.....	4 48
Nov. 26, 1885.....	Lenoir.....	Failure to depart		
Nov. 27, 1885	....do	Failure to arrive.....		
Nov. 7, 1885.....	On the route	Failure round trip	.....	1 00
Nov. 7, 1885.....	....do	Failure on 2 round trips	.....	1 12
Oct. 12, 15, 29; Nov. 2, 5; Dec. 14, 1885.	....do	Failure round trips	.....	9 96
Oct. 12, 28, 1885	....do	Failure on 2 miles and back...	.....	2 86
Dec. 14, 1885	....do	Failure on 36 miles and back..		
Nov. 24, 25, 1885	....do	Failure round trip		
Oct. 20, 1885.....	Rutherfordton	Failure to depart		
Oct. 21, 1885	....do	Failure to arrive.....	.....	8 09
Nov. 10, 1885.....	Marion	.....do		
Nov. 11, 1885.....	....do	Failure to depart		
Oct. 30, 1885.....	On the route	Failure on 27 miles and back..		
Oct. 2, 13; Dec. 15, 1885	....do	Failure on 22 miles.....	.....	6 00
Oct. 12, 1885	....do	Failure round trip	.....	3 24
Dec. 14, 1885	....do	Failure on 9½ miles and back..		
Oct. 29, 30, 1885.....	...do	Failure round trip	.....	3 02
Nov. 7, 1885.....	Shelby.....	Wet mail	1 00	.....
.....do	....do	.....do	1 00	.....
Oct. 13, 1885	On the route.....	Failure on 11 miles	.....	1 04

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 12	13230	Wilkesborough to Jefferson ...	N. C ...	H. N. Woodruff	$744 00	$1 18
	13230	.....do	N. C ...	.....do	.....	.....
	13230	.....do	N C ...	.....do	.....	.....
	13230	.....do	N. C ...	.....do	.....	.....
	13232	Wilkesborough to Lenoir.....	N. C ...	L. L. Horton.....	340 46	1 08
	13232	.....do	N. C ...	.....do	.....	.....
	13240	Jefferson to Mouth of Wilson..	N. C ...	H. N. Woodruff.....	198 00	63
	13259	Yadkinville to Rusk.....	N. C ...	.....do	166 00	53
	12259	.....do	N. C ...	.....do	.....	.....
	13243	Nathan's Creek to Elk Creek..	N. C ...	.....do	128 00	41
	13250	Mount Airy to Elko	N. C ...	A. Easley.....	312 00	1 00
	13250	.....do	N. C ...	.....do	.....	.....
	13250	.....do	N. C ...	.....do	.....	.....
	13263	Turnersburgh to Hamptonville	N. C ...	S. Bell	251 90	80
	13270	Salisbury to Mocksville	N. C ...	J. W. Hester	368 42	58
	13272	Salisbury to Salisbury.....	N. C ...	A. Easley.....	292 00	1 40
	13275	Salisbury to Yadkin College...	N. C ...	H. N. Woodruff	246 00	78
	13283	River View to Rock Cut.....	N. C ...	.....do	140 00	67
	13305	Salem to Mount Airy.....	N. C ...	E. T. Clemmons	1,147 00	1 82
	13305	.....do	N. C ...	.....do	.....	.....
	13305	.....do	N. C ...	.....do	.....	.....
	13309	Winston to Yadkinville	N. C ...	H. N. Woodruff.....	793 00	1 26
	13312	Red Shoals to Stuart	N. C ...	E. Parr	198 63	95
	13315	Walnut Cove to Madison	N. C ...	H. N. Woodruff.....	332 00	53
	13321	Reidsville to Leaksville	N. C ...	.....do	294 00	46
	13323	Reidsville to Blackwells.....	N. C ...	.....do	143 00	68
	13332	High Point to Columbia Factory.	N. C ...	S. D. Castleman	943 42	1 50
	13347	Lilesville to Troy.....	N. C ...	E. T. Clemmons	971 00	1 55
	13350	Wadesborough to Wadesborough.	N. C ...	A. Easley.....	342 00	1 09
	13351	Bostick's Mills to Troy.....	N. C ...	.....do	442 00	1 41
	13362	Sanford to Lillington	N. C ...	E. T. Clemmons	779 00	1 24
	13375	Hillsborough to Roxborough ..	N. C ...	J. F. Logan.....	439 00	1 40
	13375	.....do	N. C ...	.....do	.....	.....
	13391	Telephone to Roxborough.....	N. C ...	A. Easley.....	284 88	91
	14214	Beaufort to Ladies' Island.....	S. C....	S. D. Castleman	126 00	.....
	16118	Quincy to Bristol	Fla	L. L. Greene.....	448 00	2 15
	16118	.....do	Fla	.....do	.....	.....
	16150	Lake George to La Crosse.....	Fla	.....do	190 00	91
	16154	Hart's Road to Evergreen	Fla	W. L. Argue	174 00	83
	16164	Ocala to Crystal River.....	Fla	L. L. Greene.....	890 00	2 85
	16164	.....do	Fla	.....do	1,096 21	3 50
	16168	Enterprise to Titusville	Fla	Dixon & Rice.....	2,000 00	3 19
	16168	.....do	Fla	.....do	.....	.....
	16168	.....do	Fla	.....do	.....	.....
	16168	.....do	Fla	.....do	.....	.....
	16168	.....do	Fla	.....do	.....	.....
	16168	.....do	Fla	.....do	.....	.....
	16172	Port Orange to Titusville.....	Fla	E. H. Rice	855 00	2 74
	16172	.....do	Fla	.....do	.....	.....
	16176	Okahumpka to West Apopka..	Fla	J. D. Emerson	312 66	1 50
	16181	Brooksville to Anclote.....	Fla	D. J. Whidden	502 59	2 41
	16185	Altoona to Acron.....	Fla	J. D. Emerson.....	248 00	79
	16194	Tampa to Bay View	Fla	C. A. Nicholson	1,121 62	3 59
	16196	Tampa to Palmetto.....	Fla	J. D. Emerson	3,193 62	5 09
	16199	Fort Meade to Barton	Fla	O. P. Johnson	476 00	76
	16200	Fort Meade to Fort Ogden.....	Fla	T. Holloway	948 00	4 55
	16204	Titusville to Eau Gallie	Fla	J. Houston	525 00	1 68
	16204	.....do	Fla	.....do	.....	.....
	16210	Lake Worth to Biscayne	Fla	H. O. Roop	489 00	4 70

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 7; Dec. 9, 1885	Wilkesborough	Failure to depart		
Nov. 9; Dec. 10, 1885	do	Failure to arrive		
Nov. 7; Dec. 16; Oct. 29, 1885	Jefferson	do		
Oct. 30; Nov. 9, 28, Dec. 17, 1885	do	Failure to depart	.....	$6 49
Oct. 21; Nov. 9; Dec. 14, 25, 1885	Wilkesborough	Failure to arrive and depart		
Nov. 7, 26; Oct. 13, 29, 1885	Lenoir	do	.....	8 64
Oct. 13, 29, 1885	On the route	Failure on 14 miles	.....	1 96
Oct. 13, 22, 29, 31, 1885	Rusk	Failure to arrive and depart	.....	2 26
Dec. 10, 15, 1885	On the route	Failure on 1 mile		
Oct. 13, 29; Nov. 7, 1885	do	Failure on 7 miles each way	.....	1 32
Nov. 7, 1885	Elko	Failure to arrive		
Nov. 9, 1885	do	Failure to depart	.....	3 00
Oct. 21, 22, 1885	On the route	Failure round trip		
Nov. 7, 1885	do	Failure on 19½ miles	.....	1 32
Nov. 9, 1885	do	Failure round trip	.....	1 10
Nov. 9, Dec. 14, 1885	do	Failure round trips	.....	5 60
Oct. 22; Nov. 10; Dec. 15, 1885	do	Failure 3 round trips	.....	4 68
Oct. 13, 30, 1885	do	Failure on 14 miles and back	.....	1 70
Nov. 7, 1885	Mount Airy	Failure to arrive and depart		
Nov. 29, 1885	do	Failure to arrive	.....	3 64
Nov. 30, 1885	do	Failure to depart		
Nov. 7; Dec. 1, 1885	On the route	Failure on 15 miles	.....	2 70
Oct. 21; Nov. 7, 1885	Red Shoals	Failure to arrive and depart	.....	1 90
Oct. 13, 21, 30; Nov. 7, 9; Dec. 4, 1885.	On the route	Failure on 10 miles and back	.....	4 54
During fourth quarter, 1885	do	Failure to arrive on schedule time—from 1 to 2 hours late.	$5 00	.....
Oct. 9, 1885	Reidsville	Carrier intoxicated, and in that condition lost his mail, which was recovered and returned to the office.	3 00	.....
Dec. 25, 1885	On the route	Failure round trip	.....	3 00
Dec. 26, 1885	do	Failure on 25 miles and back	.....	2 50
Oct. 12, 1885	do	Failure on 18 miles and back	.....	1 40
Dec. 10, 1885	do	Failure on 27 miles and back	.....	2 53
Dec. 8, 9, 10, 1885	do	Failure 3 round trips	.....	7 44
Dec. 29, 1885	do	Failure on 21 miles and back	.....	4 70
Dec. (25, 26), 1885	do	Failure round trip		
Dec. 25, 1885	do	do	.....	1 82
Oct. 1 to 15, 1885	do	Failure to perform service	.....	5 13
Dec. 31, 1885	Bristol	Failure to arrive	.....	5 37
Oct. 26, 1885	On the route	Failure round trip		
Oct. 9; Dec. 14, 18, 1885	La Crosse	Failure to arrive and depart	.....	2 73
Oct. 24, 1885	On the route	Failure round trip	.....	1 66
Oct. 29, 1885	do	Failure on 17 miles both ways.	.....	28 41
During Dec., 1885	do	Failure on 9½ miles		
Oct. 12, 1885	Enterprise	Failure to arrive and depart		
Oct. 17, 1885	do	Failure to arrive		
Oct. 13, 1885	do	Failure to depart	.....	19 14
Oct. 13, 15, 16, 1885	Titusville	Failure to arrive and depart		
Oct. 12, 1885	do	Failure to arrive		
Oct. 17, 1885	do	Failure to depart		
Dec. 26, 1885	do	Failure to arrive	.....	2 74
Dec. 28, 1885	do	Failure to depart		
Dec. 25, 1885	On the route	Failure round trip	.....	3 00
Dec. 5, 11, 14, 1885	.....	For willfully failing to receive from and deliver mail into the post-offices at Hudson and at Anclot Dec. 16 and 28, 1885.	25 00	.....
During Dec., 1885	On the route	Failure to observe schedule	2 00	.....
Oct. 2, 1885	Bay View	Failure to arrive and depart	.....	3 59
.....	.....	For not performing service according to contract.	10 00	.....
Nov. 2, 1885	Homeland	Failure to supply	2 00	.....
Sept. 29, 1885	Fort Meade	Failure to arrive and depart	.....	4 55
Dec. 25, 1885	Titusville	Failure to arrive	.....	1 68
Dec. 26, 1885	do	Failure to depart		
Week ending Oct. 10, 1885	On the route	Failure round trip	.....	9 40

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 12	16224	Apalachicola to Carrabelle	Fla	J. D. Emerson	$773 00	$2 47
	16224	.....do	Fla	.....do	.....	.....
	16224	.....do	Fla	.....do	.....	.....
	16224	.....do	Fla	.....do	.....	.....
	16245	West Tocoi to Picolata	Fla	N. R. Fitzhugh	300 00	47
	16245	.....do	Fla	.....do	.....	.....
	16254	Lake Helen to Port Orange....	Fla	B. W. Beedy.....	369 93	1 77
		STEAMBOAT SERVICE.				
	11100	Fredericksburgh to Baltimore.	Va.....	H. Williams	5,800 00	5 71 14 76
	11100	.....do	Va.....	.....do	.....	.....
	11100	.....do	Va.....	.....do	.....	.....
	11100	.....do	Va.....	.....do	.....	.....
	11100	.....do	Va.....	.....do	.....	.....
	11100	.....do	Va.....	.....do	.....	.....
	11100	.....do	Va.....	.....do	.....	.....
	11095	Newport News to Norfolk	Va.....	J. B. Colegrove.....	2,200 00	1 37
	12100	Parkersburgh to Pomeroy.....	W. Va .	G. B. McClintock	6,500 00	10 37
	12100	.....do	W. Va .	.....do	.....	.....
	12100	.....do	W. Va .	.....do	.....	.....
	19097	Johnsonville to Waterloo.....	Tenn ..	E. O. Hopkins.....	3,000 00	14 42
	19097	.....do	Tenn ..	.....do	.....	.....
	19097	.....do	Tenn ..	.....do	.....	.....
	19097	.....do	Tenn ..	.....do	.....	.....
	19097	.....do	Tenn ..	.....do	.....	.....
		RAILROAD SERVICE.				
	15001	Atlanta to Air Line Junction..	Ga.....	R. and D. R. R. (R. P. O. cars).	58,896 91 21,442 40	80 68 40 34 29 37 14 68
	15001	.....do	Ga.....	.....do	.....	.....
	17015	Chattanooga to Meridian	Ala....	A. and C. W. R. R.....	31,276 46	42 84
	28004	Saint Louis to Kansas City	Mo	W., St. L. and P. Rwy. (R. P. O. cars).	53,327 73	24 35 73 05
	28004	.....do	Mo	.....do	13,860 00	18 98
	28004	.....do	Mo	.....do	.....	.....
	28011	Sedalia to Denison City.....	Mo	Mo. Pacific Rwy. (R. P. O. cars).	89,389 20	122 45 61 22
	28011	.....do	Mo	.....do	10,786 50	14 77
	28011	.....do	Mo	.....do	.....	.....
	28011	.....do	Mo	.....do	.....	.....
	28011	.....do	Mo	.....do	.....	.....
		STAR SERVICE.				
Jan. 13	7102	Hazlet to Colt's Neck.....	N. J ...	J. B. Emmons.....	600 00	32
	7102	.....do	N. J ...	.....do	.....	30
	7162	Milford to Sidney.....	N. J ...	B. W. Beedy	368 00	58

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency	DECISION.	
			Fines.	Deductions.
Oct. 19, 28; Nov. 11, 18, 23; Dec. 2, 4, 9, 14, 23, 25, 27, 1885.	Apalachicola	Failure to arrive.....	.....	$60 51
Oct. 19, 28; Nov. 22, 11, 18, 23; Dec. 2, 4, 9, 14, 23, 25, 27, 1885.	....do	Failure to depart		
Oct. 5, 19; Nov. 9, 18, 23, 27; Dec. 4, 9, 11, 16, 25, 28, 1885.	Carrabelle	Failure to arrive.....		
Oct. 2, 19, 28; Nov. 11, 20, 25; Dec. 2, 4, 11, 21, 25, 28, 1885.	....do	Failure to depart		
Oct. 29, 1885	On the route.....	Failure round trip	.....	1 17
Oct. 31, 1885	....do	Failure to connect.....		
Dec. 25, 1885	....do	Failure round trip	.....	3 54
Dec. 27, 31, 1885.....	Fredericksburgh .	Failure to arrive.....	.....	117 59
Dec. 28, 1885.....	....do	Failure to depart		
Dec. 30, 1885.....	Tappahannock ...	Failure to arrive and depart ..		
Dec. 10, 1885.....	....do	.....do		
Dec. 26, 29, 31, 1885.....	....do	.....do		
Dec. 11, 30, 1885.....	Baltimore.....	Failure to arrive.....		
Dec. 9, 25, 29, 30.....	....do	Failure to depart		
Oct. 4, 11, 18, 25; Nov. 1, 8, 15, 22, 29; Dec. 6, 13, 20, 27, 1885.	.....	Total failures, 2 trips each day.	.....	71 24
Oct. 8, 10; Dec. 13, 1885.....	Parkersburgh	Failure to arrive.....	.....	51 85
Oct. 7, 9; Dec. 12, 1885	....do	Failure to depart		
Oct. 7, 9.....	Pomeroy.....	Failure to arrive and depart ..		
Oct. 1, 1885.....	Johnsonville.....	.....do	.....	90 42
Oct. 11, 24, 1885	... do	Failure to depart		
Oct. 17; Dec. 17, 1885.....	....do	Failure to arrive.....		
Oct. 8, 1885.....	Waterloo	Failure on 20 miles and back..		
Oct. 15, 22; Nov. 5, 1885	....do	Failure to arrive and depart ..		
No. 50, Oct. 3, 4, 8, 12, 13, 15, 16, 17, 19, 21, 22, 24, 25, 28; Nov. 5, 8, 9, 10; Dec. 5, 7, 8, 9, 10, 11; No. 52, Oct. 14, 16; Nov. 5, 6, 9, 22, 29; Dec. 10, 19, 1885.	Atlanta.....	Failure to connect	$665 50	.....
No. 52, Oct. 13, 29, 30; Nov. 2 4, 14, 28, 1885.	....do	R. P. O. cars failed to arrive on train.	.....	51 38
Nov. 7, 8, 1885	Chattanooga	Failure to arrive and depart ..	.....	85 68
Oct. 31, 1885.....	Kansas City	Failure to arrive.....	389 00	36 52
No. 1, Sept. 20, 22; Oct. 1, 6, 8, 17, 20, 22; Dec. 16; No. 3, Oct. 6, 9, 10, 22, 24; Dec. 16; No. 5, Sept. 15, 20, 23, 26, 28, 29, 30; Oct. 6, 17, 22, 27; Nov. 1, 18, 19; Dec. 5, 8, 15, 1885.	....do	Failure to connect	.....	9 49
Oct. 31, 1885	....do	Failed to arrive with 2 lines of R. P. O. cars.		
Oct. 8, 1885.....	Sedalia.....	Failure to connect		
Dec. 10, 1885.....	....do	For negligence on the part of company's messenger in failing to call for and dispatch the mail on train No. 153, south bound.	32 50	39 84
Sept. 9, 1885.....	Between Nevada and Parsons.	Failure both ways (70.2 miles).		
Sept. 8, 9, 1885	....do	Failure of R. P. O. cars both ways (70.2 miles).	.....	12 02
Sept. 14, 1885.....	....do	One way (south trip)		
Dec. 25; Nov. 26, 1885.....	Between Hazlet and Holmead.	Failure to perform more than 1 trip each, 12 t. a w. service.	.....	2 48
Nov. 26; Dec. 25, 1885.....	.....	Failure to perform service over the 6 t. a w. part of route.		
Oct. 9, 1885.....	.....	Failure to perform service....	.....	1 16

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 13	7168	White House Station to Elemington.	N. J ...	B. W. Beedy	$436 00	$0 69
	7168	.....do	N. J ...	.....do	.....	.....
	7218	Barnegat to Barnegat City.....	N. J ...	.....do	464 00	74
	7218	.....do	N. J ...	.....do	.....	.....
	7218	.....do	N. J ...	.....do	.....	.....
	7218	.....do	N. J ...	.....do	.....	.....
	7218	.....do	N. J ...	.....do	.....	.....
	7226	Edgewater to Loomis	N. J ...	.....do	309 00	24
	7226	.....do	N. J ...	.....do	.....	.....
	12446	Saint Albans to Griffithsville ..	W. Va .	Davis & Moore	261 99	83
	12447	Davis to Parsons	W. Va .	Z. T. Carpenter	420 00	1 34
	13106	Murphy to Hayesville	N. C ...	A. Easley.	184 00	58
	13106	.....do	N. C ...	.....do	.....	.....
	13119	Franklin to Hayesville	N. C ...	N. W. Jones	239 00	1 14
	13131	Brevard to Cashiers.....	N. C ...	T. G. Gibson	480 00	1 53
	13131	.....do	N. C ...	.....do	.....	.....
	13131	.....do	N. C ...	.....do	.....	.....
	13134	Vinson to Springdale	N. C ...	.....do	110 00	52
	13134	.....do	N. C ...	.....do	.....	.....
	13233	Wilkesborough to Cherry Lane	N. C ...	W. A. Woodruff.....	342 00	1 09
	13246	Cherry Lane to Mouth of Wilson.	N. C ...	.....do	273 00	87
	13246	.....do	N. C ...	.....do	.....	.....
	13238	Jefferson to Elkville.....	N. C ...	H. N. Woodruff.....	272 00	1 30
	13238	.....do	N. C ...	.....do	.....	.....
	13318	Madison to Reidsville.....	N. C ...	A. Easley.....	514 00	82
	13394	Oxford to Oxford	N. C ...	J. B. Miner	245 47	78
	13398	Macon to Ransom's Bridge	N. C ...	A. Easley	242 88	77
	13398	.....do	N. C ...	.....do	.....	.....
	13424	Fayetteville to Clay Fork	N. C ...	S. D. Castleman.....	356 00	1 14
	13424	.....do	N. C ...	.....do	.....	.....
	13433	Whiteville to Conway	N. C ...	.....do	546 00	2 62
	13438	Wilmington to Little River....	N. C ...	T. Lewis.....	624 00	3 00
	13438	.....do	N. C ...	.....do	.....	.....
	13438	.....do	N. C ...	.....do	.....	.....
	13457	Rocky Mount to Louisburgh ..	N. C ...	S. D. Castleman.....	536 22	1 71
	13474	Rocky Mount to Nashville.....	N. C ...	.....do	326 00	52
	13474	.....do	N. C ...	.....do	.....	.....
	13474	.....do	N. C ...	.....do	.....	.....
	13493	Kenansville to Jacksonville ...	N. C ...	E. T. Clemmons	1,369 00	2 17
	13493	.....do	N. C ...	.....do	1,369 00	2 17
	13505	Newport to Swansborough	N. C ...	S. D. Castleman.....	366 00	1 17
	13505	.....do	N. C ...	.....do	.....	.....
		RAILROAD SERVICE.				
	11003	Manassas to Strasburgh	Va.....	Virginia Midland Rwy	4,089 19	6 53
	11002	Alexandria to Lynchburgh	Va.....	.....do	57,477 88	78 73
	11002	.....do	Va.....	R. P. O. cars.....	4,160 00	6 64
					13,312 00	18 23
						9 11
	11002	.....do	Va.....	.....do	.....	.....
		STAR SERVICE.				
Jan. 14	11121	Leesburgh to Leesburgh.....	Va.....	B. W. Beedy	333 00	53
	11124	Leesburgh to Middleburgh	Va.....	G. C. Reeves	349 00	55
	11124	.....do	Va.....	.....do	.....	.....
	11128	Round Hill to Winchester.....	Va.....	J. D. Goshert	574 00	91
	11137	Winchester to Paw Paw.....	Va.....	J. F. Catlett	249 50	1 19
	11155	Brooke to Stafford's Store.....	Va.....	J. R. Bryan	378 00	60
	11164	Montrose to Warsaw	Va.....	W. E. Coleman.....	364 00	58

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 23, 24, 25, 1885	White House Station.	Failure to connect	$1 00	$1 38
Dec. 25, 1885		Failure to perform service		
Oct. 13, 29; Nov. 23, 30; Dec. 1, 7, 8, 15, 24, 25, 28, 1885.	Barnegat	Failure to arrive and depart		
Dec. 10, 29, 1885	do	Failure to arrive		
Oct. 29; Nov. 23, 30; Dec. 1, 7, 8, 10, 15, 24, 25, 26, 28, 1885.	Barnegat City	Failure to arrive and depart	.....	18 87
Dec. 3, 1885	do	Failure to arrive		
Oct. 13; Dec. 29, 1885	do	Failure to depart		
Nov. 26; Dec. 25, 1885		Failure to perform service 1 trip each day.	.....	1 96
Nov. 10, 11, 23, 24, 1885	Edgewater	Failure to arrive and depart		
Oct. 16, 1885		Failure total	.....	1 66
Dec. 5 to 14, 1885		Failure 10 days	.....	11 41
Oct. 29, 1885	Murphy	Failure to arrive and depart	.....	1 74
Nov. 27, 1885	do	Failure round trip		
Oct. 2, 13; Nov. 17, 1885		Failure on 20½ miles and back	.....	3 73
Oct. 30, 1885	Brevard	Failure to depart	.....	3 65
Oct. 31, 1885	do	Failure to arrive		
Dec. 9, 1885		Failure on 22½ miles and back		
Dec. 25, 1885	Springdale	Failure to arrive and depart	.....	1 56
Oct. 30; Nov. 6, 1885		Failure on 5¾ miles and back		
Oct. 12; Dec. 9, 1885		Failure on 16½ miles and back	.....	2 21
Oct. 29, 30, 1885		Failure round trip	.....	2 61
Nov. 9, 1885	Month of Wilson	Failure to arrive and depart		
Oct. 13, 1885	Jefferson	Failure to arrive	.....	1 30
Oct. 14, 1885	do	Failure to depart		
Dec. 14, 15, 1885		Failure round trip	.....	1 64
Dec. 14, 1885		do	.....	1 56
Oct. 13, 1885		Failure on 10 miles and back	.....	1 54
Dec. 15, 1885	Ramsom's Bridge.	Failure to arrive and depart		
Dec. 7, 1885	Clay Fork	Failure to arrive	.....	1 14
Dec. 8, 1885	do	Failure to depart		
July 1, 1884, to Sept. 30, 1885	Haskell	Failure to supply, although one of the original offices on the route.	25 00	.....
Oct. 12, 1885	Wilmington	Failure to arrive and depart		
do	Little River	Failure to depart	.....	6 00
Oct. 13, 1885	do	Failure to arrive		
Dec. 15, 1885		Failure on 34 miles and back	.....	2 90
Oct. 28, 1885	Rocky Mount	Failure to arrive and depart		
Nov. 14, 26, 1885	do	Failure to arrive	.....	1 82
Oct. 28; Nov. 14, 26, 1885	Nashville	Failure to depart		
		For failing to carry the mails according to the schedule of Nov. 4, 1885, and also according to the prior schedule during Oct., 1885.	50 00	.....
Dec. 25, 26, 1885	Keenansville	Failure to arrive and depart	.....	5 42
Dec. 26, 1885		Failure round trip	.....	4 31
Dec. 5, 1885		Failure on 16 miles and back		
Oct. 30, 31, 1885	Between Linden and Strasburgh.	Failure one way (20.73 miles)	.....	4 30
Oct. 30, 1885	Lynchburgh	Failure to arrive	.....	39 36
Oct. 31, 1885	Alexandria	R. P. O. cars failed on arrive on train No. 50, and depart on No. 50.		
.....	Lynchburgh	R. P. O. car failed to arrive on train No. 53, Oct. 29, 30, 31, No. 52; Oct. 30, 31, and on No. 58, Oct. 30, 1885.	.....	35 22
Oct. 13, 21, 1885		Failure total	.....	2 12
Oct. 30, 1885	Leesburgh	Failure to arrive and depart	.....	1 10
Oct. 28, 1885	Middleburgh	do		
Oct. 13, 30, 31, 1885		Failure total	.....	5 46
Oct. 30, 31, 1885		do	.....	2 38
Oct. 21, 30, 1885	Stafford's Store	Failure to arrive and depart	.....	1 20
Oct. 30, 1885	Warsaw	Mail arrived very wet	2 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 14	11168	Templeman's X Roads to Kinsale.	Va	E. C. Newton	$429 00	$0 68
	11168	do	Va	do		
	11210	Fredericksburgh to King George C. H.	Va	W. F. Hansberger	570 00	91
	11210	do	Va	do		
	11215	Belmont to Tolersville	Va	B. W. Beedy	480 00	76
	11215	do	Va	do		
	11218	Culpeper to Olive	Va	W. Boyle	149 00	47
	11220	Culpeper to Washington	Va	B. F. Warner	640 00	1 02
	11220	do	Va	do		
	11221	Rapid Ann Station to Oak Park	Va	A. L. Jenkins	220 00	35
	11232	Edenburgh to Edenburgh, via Columbia Furnace.	Va	S. D. Castleman	327 00	52
	11232	do	Va	do		
	11232	do	Va	do		
	11234	Woodsoock to Wardensville	Va	C. W. Chambers	516 99	82
	11243	Luray to New Market	Va	V. Boreing	348 00	55
	11247	Milnes to Furnace	Va	D. F. Turner	190 31	30
	11247	do	Va	do		
	11247	do	Va	do		
	11263	Cuckoo to Elk Hill Mills	Va	J. W. Mallery, jr	679 00	1 08
	11270	Beaver Dam Depot to Factory Mills.	Va	C. Ellis	210 00	67
	11270	do	Va	do		
	11341	Cumberland C. H. to Cartersville.	Va	J. Robinson	481 00	76
	11342	Cumberland C. H. to Trenton Mills.	Va	do	139 42	44
	11344	Cremona to Columbia	Va	L. E. Chappel	169 00	26
	11347	Charlottesville to Stanardsville.	Va	do	357 76	1 14
	11355	Earlysville to Mechum's River.	Va	V. Boreing	264 00	84
	11356	Mechum's River to Stanardsville.	Va	L. E. Chappel	287 00	1 37
	11362	Harrisonburgh to Harrisonburgh. via Port Republic.	Va	J. H. Lamb	479 00	76
	11362	do	Va	do		
	11364	Rawley Springs to Franklin	Va	J. Landes, sr., and J. Landes, jr.	493 50	1 58
	11368	Coote's Store to Crider's	Va	W. B. Catching	220 00	70
	11403	Farmville to Buckingham	Va	C. J. Taylor	984 00	1 57
	11404	Green Bay to Pedro	Va	J. M. S. Buchanan	47 00	22
	11405	Green Bay to Mount	Va	W. B. Catching	80 00	38
	11433	News Ferry to Leesburgh, N.C.	Va	L. E. Chappel	459 00	1 47
	11434	Whittock to Pickaway	Va	A. Easley	294 88	94
	11436	Cross Roads to Republican Grove.	Va	V. Boreing	315 00	1 00
	11440	Lynchburgh to Bedford Springs	Va	J. E. Childress	368 00	58
	11440	do	Va	do		
	11440	do	Va	do		
	11450	Pamplin City to Rose Bower	Va	C. D. Ferguson	200 00	64
	11457	Lexington to Natural Bridge	Va	V. Boreing	375 00	59
	11460	Lexington to Rockbridge Alum Springs.	Va	G. W. Chambers	297 99	95
	11465	Millborough Depot to Warm Springs.	Va	B. W. Beedy	616 00	64
	11465	do	Va	do		
	11468	Warm Springs to Monterey	Va	L. E. Chappel	304 00	1 46
	11468	do	Va	do		
	11468	do	Va	do		
	11468	do	Va	do		
	11468	do	Va	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 26, 1885	Templeman's Cross Roads.	Failure to arrive		
Oct. 16, 20, 22, 31; Nov. 17, 24; Dec. 1, 5, 7, 31, 1885.	....do	Failure to connect	.....	$4 49
Oct. 29, 1885	King George C. H.	Wet and damaged mail	$1 00	91
Oct. 30, 1885	....do	Failure to arrive and depart		
Oct. 30; Dec. 25, 1885	Belmont	.....do	.....	3 04
Oct. 23; Dec. 25, 1885	Tolersville	.....do		
Oct. 13, 31, 1885		Failure total	.....	1 88
Oct. 12, 14, 29, 30, 1885	Washington	Failure to arrive	.....	2 55
Oct. 30, 1885	... do	Failure to depart		
Oct. 13, 21, 30, 31, 1885	Rapid Ann Station	Failure to arrive and depart	.....	1 40
Oct. 30, 1885	Edenburgh	.....do	.....	2 08
Dec. 25, 1885	....do	.....do		
Nov. 26; Dec. 25, 1885	Columbia Furnace	.....do		
Oct. 29, 30, 1885		Failure total	.....	1 64
Oct. 15, 30, 1885		.....do	.....	2 20
Oct. 29, 1885	Milnes	Failure to arrive	.....	1 00
Oct. 30, 1885	do	Failure to depart		
Oct. 29, 30, 1885	Furnace	Failure to arrive and depart		
.....do	Cuckoo	Failure to arrive	.....	1 08
Oct. 31, 1885		Failure total	.....	1 67
Dec. 31, 1885	Factory Mills	Failure to connect		
Oct. 1 to Dec. 31, 1885	Cumberland C. H.	Failure to arrive in time; every trip from 1 to 3 hours behind.	5 00	.....
Oct. 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; Nov. 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 31, 1885.	Trenton Mills	Failure to arrive in schedule time.	3 00	.....
Oct. 13, 29, 1885		Failure total	.....	1 04
Oct. 30; Dec. 7, 1885		Failure on 14 miles each both ways.	.....	2 44
Oct. 13, 29, 1885	Earlysville	Failure to arrive	.....	1 00
.....do		Failure both ways on 30 miles.	.....	2 48
Oct. 30, 31; Dec. 15, 1885	Harrisonburgh	Failure to arrive and depart	.....	3 04
Dec. 15, 1885	Port Republic	.....do		
Oct. 30, 31; Nov. 9, 10; Dec. 7, 8, 14, 15, 1885.		Failure total	.....	12 64
Oct. 31, 1885		.....do	.....	1 40
Nov. 4, 1885	Farmville	Mail not delivered until November 5.	1 00	.....
During quarter, 1885		There was no service	.....	11 75
.....do		.....do	.....	20 00
Dec. 14, 15, 1885		Failure total	.....	2 94
Oct. 13, 1885		.....do	.....	1 88
Oct. 1, Nov. 30, 1885	Republican Grove.	Failed 26 times to arrive in time; from 3 to 4 hours behind.	3 00	.....
Oct. 16, 1885	Bedford Springs	Failure to arrive		
Oct. 17, 1885	....do	Failure to depart	1 00	87
Nov. 7, 1885	Lynchburgh	Mail arrived wet and damaged.		
Oct. 29; Nov. 7, 1885		Failure on 8 miles each both ways.	.....	1 07
Oct. 30, 31, 1885		Failure total	.....	1 18
Oct. 15, 17, 20, 27, 29; Nov. 7, 24, 1885.	Rockbridge Alum Springs.	Failure to connect	.....	4 15
Dec. 13, 1885		Failure total		
Oct. 2, 5, 6, 14, 15, 20, 30; Nov. 2, 5, 6, 7, 9, 10, 11, 13, 14, 17, 20, 21, 23, 24, 1885.	Warm Springs	Failure to arrive in time	3 00	1 28
Dec. 14, 1885	....do	Failure to arrive		
Dec. 15, 1885	... do	Failure to depart		
Dec. 21, 1885	Monterey	Failure to arrive	.....	5 84
Dec. 22, 1885	....do	Failure to depart		
Oct. 30 to 31, 1885	....do	Failure total		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 14	11470	Covington to Pott's Creek	Va	J. Landes, sr., and J. Landes, jr.	$299 00	$1 43
	11470	do	Va	do		
	11479	Brugh's Mill to Buchanan	Va	G. W. Chambers	313 99	50
	11482	Liberty to Rocky Mount	Va	V. Boreing	555 00	1 77
	11489	Bunker Hill to Wade's	Va	S. H. McGhee	148 00	47
	11505	Martinsville to Prillaman's	Va	A. Bryant	200 00	64
	11505	do	Va	do		
	11505	do	Va	do		
	11515	Rocky Mount to Roanoke	Va	C. P. Dillard	184 00	88
	11520	Pernello to Turtle Rock	Va	T. C. Brammer and P. Lancaster.	199 00	63
	11520	do	Va	do		
	11522	Hale's Ford to Union Hall	Va	L. E. Chappel	117 00	56
	12411	Warfield to Wooten's	W. Va	J. D. Smith	150 00	1 44
	11527	Salem to New Castle	Va	L. E. Chappel	593 00	94
	11528	Vinton to Taylor's Store	Va	G. W. Chambers	96 99	92
	11549	Radford Furnace to Reed Island.	Va	B. W. Beedy	163 00	52
	11549	do	Va	do		
	11555	Floyd C. H. to Hillsville	Va	J. E. Gardner	697 00	1 11
	11555	do	Va	do		
	11565	Shuff to Elamsville via Patrick Springs.	Va	E. Parr	192 00	13 33
	11566	Elamsville to Pernello	Va	W. N. Woodruff	245 26	78
	11566	do	Va	do		
	11569	Hillsville to Mount Airy	Va	W. B. Catching	748 00	1 19
	11577	Wytheville to Hillsville	Va	L. E. Chappel	693 00	1 10
	11577	do	Va	do		
	11582	Bland C. H. to Rody Gap	Va	J. L. Hedrick	178 00	57
	11606	Independence to Sparta	Va	W. A. Woodruff	388 00	61
	11607	Elk Creek to White Top	Va	C. H. Edwards	449 00	1 43
	11617	Saltville to Elk Garden	Va	G. W. Chambers	363 99	57
	11618	Holston to Hard Spring to Hyter's Gap.	Va	do	151 99	72
					91 88	43
	11618	do	W. Va	do		
	11624	Lebanon to Clintwood	Va	W. B. Catching	530 00	1 69
	11624	do	Va	do		
	11631	Point Truth to Pattersonville	Va	L. E. Chappel	497 00	1 59
	11636	Trammel Creek to Bickley's Mills.	Va	V. Boreing	54 50	52
	11649	Jonesville to Slemp	Va	G. D. Moore	151 99	72
	11649	do	Va	do		
	11652	Jonesville to Hoop	Va	V. Boreing	323 00	1 03
	11652	do	Va	do		
	11655	Boon's Path to Cumberland Gap	Va	J. C. Foley	524 00	83
	11655	do	Va	do		
	11655	do	Va	do		
	11685	Staunton to Monterey	Va	G. J. Hiner	1,274 00	2 02
	11685	do	Va	do		
	11697	Lee Mont to Sykes	Va	W. F. Hansberger	229 00	73
	11697	do	Va	do		
	12115	Capon Bridge to Wardensville	W. Va	J. Pool	179 00	86
	12115	do	W. Va	do		
	12115	do	W. Va	do		
	12115	do	W. Va	do		
	12119	Hanging Rock to Fabius	W. Va	B. McDonall	247 00	1 18
	11124	Headsville to Headsville	W. Va	J. D. Smith	290 00	46
					291 52	
	11124	do	W. Va	do		
	11124	do	W. Va	do		
	12128	Petersburgh to Burlington	W. Va	T. R. Parker	798 00	1 27
	12136	Moorefield to Wardensville	W. Va	R. H. McCleave	449 00	1 43
	12138	Baker's Run to Howard's Lick	W. Va	V. Boreing	210 00	67
	12138	do	W. Va	do		
	12141	Oak Flat to Petersburgh	W. Va	Jas. W. Ours	277 00	1 33
	12151	St. George to Day's Mills to Red Creek.	W. Va	J. D. Smith	246 00	1 18
					188 12	90

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 29, 1885	Monterey	Failure total		$4 29
Dec. 14, 1885	....do	Failure half trip	.....	
Oct. 29, 1885	....do	Failure total	.....	1 60
Oct. 21 to 22, 30 to 31, 1885	....do	.....do	.....	7 08
.....do	Lone Gum	Reports that his office is not supplied.	$3 00	.....
Dec. 14, 1885	....do	Failure total		
Dec. 9, 1885	....do	Failure on 13 miles	.....	2 88
Oct. 12, 1885	....do	Failure on 12 miles		
Oct. 30, 1885	....do	Failure total	.....	1 76
Oct. 29, 1885	....do	Failure on 11 miles each way	.....	1 49
Nov. 7, 1885	....do	Failure half trip		
Oct. 21; Nov. 7, 1885	Union Hall	Failure to arrive and depart	.....	1 12
.....do	Between Wooten's and Mouth of Pigeon.	No service 12 miles	.....	22 50
Oct. 29, 30, 1885	....do	Failure on 42 miles each way	.....	3 42
Oct. 30; Nov. 7, 1885	Taylor's Store	Failure to arrive and depart	.....	1 84
Oct. 13, 1885	Radford Furnace	.....do		
Oct. 20, 1885	Reed Island	.....do	.....	1 04
Dec. 25, 1885	....do	Failure total		
Oct. 29; Nov. 7; Dec. 9, 1885	Floyd C. H.	Failure to arrive and depart	.....	5 55
Oct. 29; Nov. 24, 1885	Patrick Springs to Elamsville.	Failure total	.....	1 32
Oct. 21, 1885	.....	Failure on 13 miles both ways		
Oct. 30; Nov. 6, 1885	Elamsville	Failure to arrive and depart	.....	2 56
Nov. 7, 1885	Mount Airy	.....do	.....	1 19
Dec. 12, 1885	Hillsville	Mail received wet		
Oct. 1 to Dec. 31, 1885	....do	79 failures to arrive in time	5 00	.....
Dec. 10, 1885	.....	Failure total	.....	1 14
Oct. 13, 29, 30; Nov. 7; Dec. 14, 1885:	.....	Failure on 7 miles each way	.....	2 36
Oct. 29, 1885	White Top	Failure to arrive and depart	.....	1 43
Dec. 25, 1885	.....	Failure total	.....	1 14
Oct. 27; Dec. 1, 1885	Holston	Failure to arrive and depart		
Oct. 6, 10, 20, 24, 29; Nov. 3, 7, 14, 17, 21, 24, 28; Dec. 1, 5, 15, 19, 1885.	Hazel Spring	Failure to arrive and depart ($1\frac{1}{4}$ pro rata).	.....	16 24
Dec. 14, 1885	.....	Failure on 8 miles		
Oct. 29, 1885	Clintwood	Failure to arrive and depart	.....	2 41
Dec. 14, 1885	.....	Failure on 29 miles both ways	.....	2 42
Dec. 25, 1885	.....	Failure total	.....	1 04
Oct. 29, 1885	.....	Failure on $12\frac{1}{2}$ miles each way		
Dec. 14, 1885	.....	Failure half trip	.....	1 72
.....do	Jonesville	Failure to arrive and depart on 17 miles.	.....	2 43
Nov. 7, 1885	Hoop	Failure to arrive and depart		
.....do	Boon's Path	.....do		
Nov. 5, 1885	Cumberland Gap	Failure on 12 miles each way	.....	3 43
Dec. 12, 19, 1885	....do	Failure to arrive and depart		
Oct. 30, 1885	Staunton	Failure to arrive		
.....do	Monterey	.....do	.....	2 02
Oct. 24, 27; Dec. 26, 31, 1885	Lee Mont	Failure to arrive and depart		
Nov. 5, 7, 21; Dec. 22, 26, 1885	Sykes	Failure to arrive and depart ($\frac{1}{4}$ pro rata).	.....	8 21
Oct. 30; Nov. 7, 1885	Capon Bridge	Failure to arrive		
Oct. 29; Nov. 6, 1885	... do	Failure to depart		
Oct. 30, 1885	Wardensville	Failure to arrive	.....	2 58
Oct. 31, 1885	....do	Failure to depart		
Oct. 30, 31, 1885	.....	Failure total	.....	2 36
Oct. 30, 1885	Headsville	Failure to arrive and depart		
Nov. 13, 1885	Keyser	.....do	1 00	92
.....do	Fleck	No supply		
Oct. 30, 1885	.....	Failure on $21\frac{1}{2}$ miles both ways	.....	1 84
Oct. 30, 31, 1885	.....	Failure total	.....	2 86
Oct. 30, 1885	.....	..... do		
Oct. 21; Dec. 14, 1885	.....	Failure on 52 miles	.....	2 39
Oct. 30, 31; Dec. 14, 15, 1885	.....	Failure total	.....	5 32
Oct. 30, 1885	.....	Failure on $27\frac{1}{2}$ miles both ways	.....	1 90

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 14	12156	Philippi to Beverly	W. Va.	S. D. Castleman	$917 00	$1 46
	12156	....do	W. Va.	....do		
	12178	Morgantown to Fairchance	W. Va.	W. B. Beedy	630 00	1 00
	12178	Morgantown to Smithfield	W. Va.	....do	480 35	76
	12227	Sisterville to Middleburgh	W. Va.	J. D. Smith	296 00	47
	12258	Weston to Sand Fork	W. Va.	W. H. Smith	290 00	1 39
	12273	Huntersville to Warm Springs.	W. Va.	J. Landes	608 00	97
	12273	....do	W. Va.	....do		
	12273	....do	W. Va.	....do		
	12275	Traveller's Repose to Huntersville.	W. Va.	B. W. Beedy	430 00	1 37
	12275	....do	W. Va.	....do		
	12294	Bulltown to Glenville	W. Va.	J. C. Foley	292 00	1 40
	12305	Clay C. H. to Strange Creek	W. Va.	J. Rogers	66 00	63
	12327	Jackson C. H. to Ravenswood	W. Va.	A. T. Keeney	199 00	31
	12348	Ceredo to Wayne C. H	W. Va.	R. L. Dillon	626 00	1 00
	12349	Fort Gay to Warfield	W. Va.	E. Wellman, jr	150 00	1 44
	12351	Hamlin to Milton	W. Va.	J. Lawrence	399 00	63
	12357	Madison to Oceana	W. Va.	W. H. Smith	390 00	1 87
	12358	Madison to Logan C. H	W. Va.	B. W. Beedy	840 00	1 34
	12358	....do	W. Va.	....do		
	12358	....do	W. Va.	....do		
	12358	....do	W. Va.	....do		
	12358	....do	W. Va.	....do		
	12361	Gauley Bridge to Nicholas C. H.	W. Va.	V. Boreing	930 00	1 48
	12369	Raleigh C. H. to Oceana	W. Va.	S. Roles	892 00	1 42
	12369	....do	W. Va.	....do		
	12392	Princeton to Shady Spring	W. Va.	W. H. Smith	320 00	1 53
	12408	Gauley Bridge to Clay C. H	W. Va.	J. D. Smith	880 00	1 40
	12410	Bruceton Mills to Fairchance	W. Va.	....do	480 00	76
	12410	....do	W. Va.	....do		
	12414	Victor to Wineton	W. Va.	....do	170 00	85
	12414	....do	W. Va.	....do		
	12420	Reedy Ripple to Odaville	W. Va.	J. D. Smith	96 00	92
	12424	North Spring to Man	W. Va.	A. Easley	142 88	1 36
	12424	....do	W. Va.	....do		
	12434	Clendenin to Clay C. H	W. Va.	H. Pierson	299 00	1 43
	12434	....do	W. Va.	....do		
	13175	Lenville Cove to Cranberry	N. C.	H. N. Woodruff	124 00	39
	13175	....do	N. C.	....do		
	13175	....do	N. C.	....do		
	13175	....do	N. C.	....do		
	13175	....do	N. C.	....do		
	13175	....do	N. C.	....do		
	13175	....do	N. C.	....do		
	13176	Plum Tree to Boone	N. C.	M. F. James	379 50	1 21
	13176	....do	N. C.	....do		
	13176	....do	N. C.	....do		
	13178	Spruce Pine to Cranberry	N. C.	T. H. McCurry	249 90	79
	13178	....do	N. C.	....do		
	13178	....do	N. C.	....do		
	13178	....do	N. C.	....do		
	13180	Boone to Cranberry	N. C.	H. N. Woodruff	487 00	77
	13506	Smyrna to Ocracoke	N. C.	S. Babbitt	560 00	2 69
	13523	Manteo to East Lake	N. C.	P. Toler	228 00	1 09
	13543	Statesville to Yadkinsville	N. C.	J. D. Smith	470 00	1 50
	13547	Third Creek to Calahala	N. C.	....do	304 44	97
	13547	....do	N. C.	....do		
	13547	....do	N. C.	....do		
	13553	Powell's Point to Manteo	N. C.	W. T. Dough	468 00	1 50
	13553	....do	N. C.	....do		
	13556	Dalton to Sandy Ridge	N. C.	J. D. Smith	440 00	1 41

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 8, 9; Nov. 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 21, 1885.	Philippi	Failure to connect		
Oct. 10, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31; Nov. 25, 26, 27, 28, 30; Dec. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 1885.	....do	Failure to arrive in schedule time.	$11 52	$10 95
Dec. 14, 1885		Failure on 14 miles both ways.		
Oct. 1, 2, 3, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31; Nov. 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 1885.	Between Smithfield and Fairchance.	Failure on 5⅓ miles both ways (1¼ pro rata).		22 07
Oct. 2, 6, 16, 26, 30; Nov. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 30; Dec. 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30, 1885.	Middlebourne	Failure to connect		7 06
Dec. 2, 1885	Weston	Failure to arrive and depart		1 39
Oct. 29, 1885		Failure on 3 miles both ways.		
Nov. 2, 7; Dec. 31, 1885	Huntersville	Failure to arrive		3 18
Nov. 3, 9; Dec. 21, 1885	....do	Failure to depart		
Aug. 15, 1885	....do	....do		1 71
Aug. 14, 1885	....do	Failure to arrive (1¼ pro rata).		
Dec. 14, 15, 1885		Failure total		2 80
Dec. 11, 1885		....do		1 26
Oct. 7, 8, 9, 10, 1885		....do		1 24
Oct. 30, 1885	Ceredo	Wet mail	1 00	
Dec. 4, 5, 1885		Failure total		2 88
Dec. 14, 1885		....do		1 26
Dec. 16, 17, 1885		....do		3 74
Oct. 21, 1885	Madison	Failure to arrive and depart		
Oct. 30, 1885	....do	Failure to arrive		
Dec. 14, 1885	....do	Failure to arrive and depart		7 37
Dec. 25, 1885	....do	....do		
Dec. 14, 25, 1885	Logan C. H	....do		
Oct. 3, 22, 1885	Nicholas C. H	Failure to connect		1 48
Dec. 25, 1885		Failure on 33 miles	1 00	3 60
Oct. 29, 1885		Wet mail (1½ pro rata)		
Oct. 30, 1885		Failure on 24 miles each way		2 22
Dec. 14, 15, 1885		Failure total		2 80
Oct. 14, 1885		Failure on 14⅓ miles each way.		1 82
Dec. 5, 1885		Failure on 6⅔ miles each way.		
Oct. 31, 1885		Failure half trip		2 43
Dec. 15, 1885		Failure total		
Oct. 31, 1885		Failure total		1 84
Dec. 16, 1885	North Spring	Failure to arrive and depart		2 72
Dec. 9, 1885	Man	....do		
Dec. 15, 1885	Clendenin	Failure to arrive		1 43
....do	Clay C. H	Failure to depart		
Oct. 24, 1885	Lenville Cove	Failure to arrive		
Oct. 27, 1885	....do	Failure to depart		
Oct. 29, 1885	....do	Failure to arrive and depart		
Oct. 24, 1885	Cranberry	Failure to depart		2 09
Oct. 27, 1885	....do	Failure to arrive		
Oct. 29, 1885	....do	Failure to arrive and depart		
Nov. 7, 1885	....do	Failure on 11 miles and back		
Oct. 29, 1885	Plum Tree	Failure to arrive		
Oct. 30, 1885	....do	Failure to depart		3 12
Oct. 12, 1885		Failure on 30½ miles and back.		
....do	Spruce Pine	Failure to arrive and depart		
Oct. 28, 1885	....do	Failure to arrive		3 16
Oct. 29, 1885	....do	Failure to depart		
Oct. 29; Nov. 7, 1885	Cranberry	Failure to arrive and depart		
Oct. 12, 26, 29; Nov. 7, 19, 1885		Failure on 8 miles		2 56
Oct. 6; Dec. 25, 1885		Failure on 14½ miles and back.		3 50
Dec. 25 to 26, 1885		Failure round trip		2 18
Nov. 7, 1885		Failure on 19½ miles and back.		1 64
Oct. 13; Nov. 7, 10, 1885		Failure round trip		
Oct 22, 1885	Third Creek	Failure to arrive and depart		7 76
Dec. 15, 1885	Calahala	....do		
Dec. 2, 25, 1885	Powell's Point	Failure to arrive		3 00
Dec. 3, 26, 1885	....do	Failure to depart		
Oct. 21 to 22, 1885		Failure round trip		2 82

Fines imposed on contractors and deductions made from

Date of order	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 14	13564	La Grange to La Grange	N. C	T. G. Gibson	$172 00	$0 82
	13563	Lenoir to Morganton	N. C	J. F. Battle	198 00	63
	13563	do	N. C	do		
	13571	Beaufort to Morehead City	N. C	B. W. Beedy	238 00	19
	13571	do	N. C	do		
	13576	Tar Heel to Cypress Creek	N. C	A. A. Cromartie	225 00	1 08
	13586	Bakersville to Burbank	N. C	J. D. Smith	197 00	63
	13595	Wayside to Boone	N. C	J. R. Bradshaw	45 00	43
	32142	Coo-y-yah to Locust Grove	Ind. T	W. S. Maxwell	309 00	99
		STAR SERVICE.				
Jan. 15	11126	Purcellville to Barry	Va	B. W. Beedy		
	11126	do	Va	do	418 00	66
	11492	Danville to Rocky Mount	Va	W. F. Hansberger	896 92	2 87
	11492	do	Va	do		
	11628	Bickley's Mills to Wise C. H	Va	G. H. Skeen	550 00	88
	11628	do	Va	do		
	12368	Raleigh to Quinnemont	W. Va	J. D. Smith	348 00	55
	31283	Brenham to Columbus	Tex	G. M. Snodgrass	1,486 00	2 36
	35165	Woonsocket to Plankinton	Dak	G. M. Brown	997 60	88
	35165	do	Dak	do		2 11
	35165	do	Dak	do		
	35165	do	Dak	do		
	35177	Rapid City to Custer	Dak	do	3,240 00	4 43
	35177	do	Dak	do		
	35177	do	Dak	do		
	35207	Valley City to Lisbon	Dak	do	1,436 05	4 50
	35380	Maybury to Courtland	Dak	J. S. Brown	218 00	69
	13157	Chimney Rock to Columbus	N. C	T. G. Gibson	115 50	1 10
	13203	Rutherfordton to Rutherfordton	N. C	A. Easley	711 64	1 13
	13210	Shelby to Algood	N. C	do	222 00	1 06
	13210	do	N. C	do		
	13425	Fayetteville to Edonia	N. C	P. R. Schnebly	203 33	97
		RAILROAD SERVICE.				
	15009	Savannah to Jacksonville	Ga	S. F. & W. Rwy	33,725 47	46 19 23 09
	15009	do	Ga	R. P. O	11,147 50	15 27
	15009	do	Ga	do		
	21002	Pittsburgh to Chicago	Ohio	Pennsylvania Co	170,134 51	64 61 233 06
	21002	do	do	do		
	21014	Columbus to Cincinnati	do	P., C. and St. L. Rwy	40,133 91	11 66 54 97
	21015	Columbus to Indianapolis	do	C., St. L. and P. Rwy	107,850 60	38 30 51 70 147 74
	21032	Columbus to Pittsburgh	do	P., C. and St. L. Rwy	150,415 87	61 37 53 41 206 04
	23007	Chicago to Burlington	Ill	C., B. and Q. Rwy	144,426 60	52 25 197 84
	23035	Chicago to Milwaukee	do	C., M. and St. P. Rwy	50,547 15	18 64 69 24

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 2, 6, 9, 13, 16, 20, 23, 27, 30; Nov. 3, 6, 10, 13, 17, 20, 24, 27; Dec. 1, 4, 7, 11, 14, 18, 21, 25, 28, 1885.	.....	Failure on 4 miles and back ..	.....	$8 97
Oct. 13, 29, 1885	.....	Failure on 9 miles and back ..	.....	2 40
Nov. 7, 1885	.....	Failure on 12½ miles and back.		
Oct. 28, 29; Dec. 1, 1885	.....	Failure round trip	.....	3 04
Dec. 5, 9, 10, 26, 30, 1885	.....	....do		
Dec. 16, 1885	Tar Heel	Failure to arrive and depart ..	.....	1 08
Oct. 12 to 30, 1885	.....	Failure round trip	.....	2 52
During Oct. and Nov., 1885	.....	No service performed	.....	7 44
Oct. 16; Nov. 16, 1885	.....	Failure total	.....	3 96
Oct. 31, 1885	.....	Failure on 3½ miles	.....	1 26
Oct. 30, 1885	.....	Failure on 11½ miles each way.		
Oct. 22, 1885	Rocky Mount	Failure to arrive	.....	2 87
Oct. 21, 1885	....do	Failure to depart		
Dec. 25, 1885	.....	Failure total	.....	2 64
Dec. 14, 1885	.....	Failure half trip		
Oct. 3, 1885	Raleigh C. H	Mail received very wet	$1 00	.....
Dec. 25, 1885	Columbus	Failure to arrive and depart ..	.....	2 36
Nov. 7, 1885	Plankinton	Failure to arrive	.....	4 22
Nov. 8, 1885	....do	Failure to depart		
Nov. 6, 1885	Wessington	Failure to arrive		
Nov. 7, 1885	....do	Failure to depart		
Oct. 1, 1885	Rapid City	Failure to take paper mail	15 00	.....
Oct. 2, 5, 1885	Custer	Failure to arrive on time		
Oct. 12, 1885	....do	Wet mail		
Nov. 12, 1885	Lisbon	Failure to arrive	.....	2 25
Oct. 31; Nov. 3, 5, 1885	.....	Failure total	.....	4 14
Nov. 7, 1885	.....	Failure on 12½ miles and back.	.....	1 22
Oct. 12, 29; Dec. 9, 1885	.....	Failure on 13¾ miles and back.	.....	3 62
Oct. 13, 1885	.....	Failure on 16½ miles and back.	.....	2 66
Nov. 7, 1885	.....	Failure on 15½ miles and back.		
Oct. 16 to 31, 1885	Anderson	Failure to supply as directed .	5 00	.....
Oct. 11, 12, 13, 14, 15, 1885	Savannah	Failure to arrive and depart..	.....	230 95
.....do	....do	R. P. O. cars failed to arrive and depart.	.....	76 35
No. 43, Dec. 10, 16, 17, 19; No. 47, Dec. 24, 1885.	....do	Failure to connect	58 00	.....
No. 2, Oct. 10, 26; Nov. 7; Dec. 4, 12, 15; No. 4, Oct. 3, 10; Dec. 4; No. 6, Oct. 7, 10, 12; Dec. 4, 5, 7, 13, 15, 1885.	Pittsburgh	.....do	.....	.....
No. 1, Oct. 2; No. 5, Oct. 9, 1885.	Chicago	.....do	614 00	.....
No. 5, Nov. 1, 21, 27; Dec. 1, 3, 8, 15, 25; No. 7, Oct. 5, 7, 8, 9, 10, 11, 21, 22, 24, 25, 29; Nov. 3, 9, 16, 18, 20, 24, 25, 29; Dec. 3, 6, 8, 11, 12, 13, 14, 15, 20, 22, 23, 26, 27, 30, 31, 1885.	Cincinnati	.....do	251 00	.....
No. 1, Oct. 5, 6, 7, 9, 10, 13, 14, 15, 23, 28, 29; Nov. 3, 6, 7, 12, 18, 19, 25; Dec. 7, 8, 11, 12, 14, 17, 18, 19, 20, 21, 22, 23, 24; No. 7, Oct. 6, 7, 9, 10, 11, 12, 14, 19, 20, 21, 22, 25, 28, 29; Nov. 3, 14, 18, 19, 25; No. 105, Nov. 29, 30; Dec. 8, 12, 1885.	Indianapolis	.....do	1,282 00	.....
No. 2, Oct. 1, 2, 5, 19, 21, 23, 29; Nov. 2, 9, 23; Dec. 7; No. 6, Nov. 8, 9, 25, 1885.	Pittsburgh	.....do	402 00	.....
No. 4, Nov. 23, Dec. 8, 14; No. 6, Dec. 11, 1885.	Chicago	.....do	104 50	.....
No. 2, Oct. 8, Nov. 3, Dec. 7, 10, 14, 15, 16; No. 8, Dec. 24, 1885.	....do	.....do	74 50	.....

Fines imposed on contractors and deductions made fromr

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Jan. 15	23054	Chicago to Lanark Junction ...	Ill	C., M. and St. P. Rwy .	$22,312 08	$17 82 35 64
	28006	Kansas City to U. P. transfer ..	Mo	K. C., St. J. and C. B. Rwy Co.	34,612 60	25 60 47 41
	28010	Kansas City to Cameron.....	..do	H. and St. Jo. Rwy ...	10,435 75	7 14 14 29
	14004	Charleston to Savannah	S. C	C. and S. Rwy.....	22,320 35	15 28 30 57
		Remission.				
		STEAMBOAT SERVICE.				
	16091	Tampa to Key West.....	Fla	J. D. Emerson.....	22,565 74	108 48
		STAR SERVICE.				
Jan. 16	12446	Saint Albans to Griffithsville..	W. Va .	Davis & Moore	261 99	1 25
	13564	La Grange to La Grange.....	N. C ...	T. G. Gibson	172 00	82
	39192	Springer to Tascosa	N. Mex.	A. H. Brown	4,600 00	22 11
	39192	.....do	..do	.....do	.....	.....
	39192	.....do	..do	.....do	.....	.....
	39192	.....do	..do	.....do	.....	.....
		RAILROAD SERVICE.				
	8146	West Brownsville to Uniontown.	Pa.....	Pennsylvania Co	803 70	1 28
	8163	Roaring Spring to Ore Hill	..do	.....do	143 64	.....
	24006	Detroit to Chicago.....	Mich ..	Mich. Central.....	84,341 13	24 50 115 53
	24006	.....do	.....	.....do	.....	.....
	25039	Mazo Manie to Prairie du Sac..	Wis ...	C., M. and St. P. Rwy .	446 73	.....
	25055	Brandon to Markesan.....	..do	.....do	503 59	.....
	33012	Atchison to Columbus	Kans ..	B. & Mo. River.....	24,982 68	39 90
	33031	Paola to Le Roy Junction.....	Kans ..	Mo. Racific Rwy	4,199 76	5 75
		STEAMBOAT SERVICE.				
	18100	Vicksburgh to Greenwood.....	Miss...	E. C. Carroll	2,400 00	23 07
	29093	Terrene to Jacksonport.....	Ark ...	E. C. Postal	440 00	4 23
	29094	Memphis to Sunkland	Ark ...	O. K. Joplin.....	4,200 00	40 38
	29094	.....do	Ark ...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 2, Oct. 15, 22; Nov. 8, 14; Dec. 8, 15, 16; No. 4, Dec. 5, 9, 11, 14, 1885.	Chicago	Failure to connect	$98 00	
Oct. 9, 1885	Kansas City	do	13 00	
No. 1, Oct. 23, Nov. 17, Dec. 1, 10, 30, 1885.	do	do	18 00	
Dec. 10, 1885	Savannah	do	8 00	

Remit $216 96 of the deduction noted in report for January 11, 1886, it having been shown by letter and telegram from A. C. Hutchinson, general manager, that the Southern Pacific Company carried the mails for the sub-contractor and look to him for compensation.

		The deduction ordered January 13, 1886, having been calculated on the basis of 3 times a week service, whereas the service is only 2 times a week.		$0 84
		The deduction ordered January 14, 1886, having been calculated on the assumption that the length of the route is equal to 19 miles and back, when the distance is 9½ miles and back, and the failures should be 2¼ miles and back instead of 4 miles and back.		2 25
Oct. 21, 24, 31, 1885	Springer	Failure to arrive		
Oct. 22, 29, 1885	do	Failure to depart		
Oct. 10, 21, 26, 31, 1885	Tascosa	Failure to arrive		143 71
Oct. 1, 5, 22, 29, 1885	do	Failure to depart		
Dec. 7, 11, 17, 19, 22, 23, 1885	West Brownsville	Failure to connect	$4 00	
Oct. 7, 1885	Ore Hill	Failure to dispatch mail and deliver at Roaring Spring.	1 00	
No. 10, Oct. 2, 8, 9, 17, 29, 30; Nov. 6, 7, 19, 20, 23, 30; Dec. 7, 1885.	Detroit	Failure to connect		
No. 5, Dec. 7; No. 9, Oct. 2, 17; Dec. 7, 10, 15.	Chicago	do	233 00	233 00
Dec. 12, 1885	Prairie du Sac	For willful neglect on the part of company's messenger to dispatch the mail on the 8.25 p. m. train.	2 50	
Dec. 7, 1885		Failure to dispatch the mail from Markesan and deliver at Brandon.	100 00	
Dec. 23, 1885	Between Bellwood and Columbus.	Failure both ways (9.77 miles)		3 52
July 2, 1885	Between Westphalia and Leroy Junction.	Failure both ways (14 miles)		2 62
Week ended Oct. 24, 1885	Greenwood	Failure to arrive and depart once.		23 07
Week ended Oct. 24, 1885		Failure total		8 46
Weeks ended Nov. 21, 28; Dec. 12, 19, 26; Jan. 2, 1885.	Sunkland	Failure to arrive and depart once.		
Weeks ended Nov. 7, 14; Dec. 5, 1885.		Failure to arrive and depart in steamboat once, service having been performed by land instead.		262 50

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. Jan. 16	12178	Morgantown to Fairchance	W. Va .	B. W. Beedy	$630 00	$1 00
	12178	Morgantown to Smithfield	W. Va .	.....do	480 35	76
	13175	Linnville Cove to Cranberry...	N. C ...	H. N. Woodruff	124 00	39
		STAR SERVICE.				
	11517	Dillon's Mills to Pilot.....	Va.....	J. M. Collins	295 00	94
	11568	Hillsville to Old Town	Va.....	W. B. Catching	380 00	60
	11568	.....do	Va.	.....do	.....	.....
	11576	Wytheville to Old Town.....	Va.....	C. H. Edwards	980 50	1 48
	11576	.....do	Va.....	.....do	.....	.....
	11576	.....do	Va.....	.....do	.....	.....
	11604	Old Town to Lambsburgh	Va.....	O. Hanks	90 48	43
	11604	.....do	Va.....	.....do	.....	.....
	11605	Old Town to Ivanhoe Furnace	Va.....	C. H. Edwards	176 34	84
	11605	.....do	Va.....	.....do	.....	.....
	11605	.....do	Va.....	.....do	.....	.....
	11605	.....do	Va.....	.....do	.....	.....
	11603	Old Town to Mouth of Wilson.	Va.....	.....do	388 00	1 24
	11633	Grundy to Davenport.....	Va.....	W. B. Catching	170 00	81
	11635	Grundy to Puryville.....	Va.....	S. Stacy.....	260 00	1 25
	13111	Charleston to Robbinsville.....	N. C ...	N. G. Phillips.....	320 00	1 02
	13111	.....do	N. C ...	.....do	.....	.....
	13111	.....do	N. C ...	.....do	.....	.....
	13111	.....do	N. C ...	.....do	.....	.....
	13251	Mount Airy to Dobson	N. C ...	M. H. Norman	197 00	31
	13253	Dobson to Old Town, via Edwardsville.	N. C ...	.....do	174 00	83
	13253	.....do	N. C ...	.....do	.....	.....
	13253	.....do	N. C ...	.....do	.....	.....
	13253	.....do	N. C ...	.....do	.....	.....
	13311	Dalton to Dobson	N. C ...	H. N. Woodruff	337 00	1 08
	13311	.....do	N. C ...	.....do	.....	.....
	13377	Hillsborough to Milton	N. C ...	E. T. Clemmons	943 00	1 50
	13377	.....do	N. C ...	.....do	.....	.....
	13377	.....do	N. C ...	.....do	.....	.....
	13377	..... do	N. C ...	.....do	.....	.....
	16110	Cerro Gordoto to Izagora	Fla	G. W. Chambers.....	137 99	66
	16144	Gainesville to Old Town.....	Fla	L. L. Greene	710 70	3 41
	16201	Saint Lucie to Eau Gallie	Fla	J. B. Colegrove.....	564 42	2 71
	16206	Manatee to Fort Ogden.....	Fla	J. D. Emerson	897 00	4 31
	16206	.....do	Fla	.....do	.....	.....
	16270	Fort Ogden to Punta Rassa....	Fla	T. C. Boggess	547 00	2 62
	16270	.....do	Fla	.....do	.....	.....
	22106	Hazleton to Red Cloud	Ind	H. W. Winslow	143 00	45
	22122	Eureka to Rock Port	Ind	.....do	343 00	54
	22142	Hobbieville to Harrodsburgh..	Ind	A. Cox.....	120 00	57
	22143	Newark to Bloomington.....	Ind	P. R. Schnebly	283 00	90
	22209	Madison to Deputy.....	Ind	V. Boreing.....	364 09	1 16
	22209	.....do	Ind	.....do	.....	.....
	22229	Lock Spring to Holton.....	Ind	.....do	127 00	40
	22229	.....do	Ind	.....do	.....	.....
	22229	.. ...do	Ind	.....do	.....	.....
	22239	Greensburgh to Clifty	Ind	H. W. Winslow	232 00	37
	22242	Brookville to Brookville	Ind	V. Boreing.....	249 00	79
	22246	Billingsville to Oxford.....	Ind	.....do	217 00	69
	22247	Liberty to Brookville.....	Ind	J. Butler.....	600 00	95
	22247	.....do	Ind	.....do	.....	.....
	22265	Freedom to Solsberry.....	Ind	V. Boreing.....	397 00	63
	22287	Connersville to Brookville.....	Ind ...	W. H. Smith	827 84	1 32
	22325	Indianapolis to Providence	Ind	.....do	693 00	1 10

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $8 17 of the deduction noted in report for January 16, 1886, it having been shown that the length of the route to November 15 was 23 miles, and from November 16, 17½ miles, and the failures from October 1 to November 14 were on 3 miles instead of 5½; the deduction should have been $13.90 instead of $22.07.				
Remit 15 of the deduction noted in report for January 14, 1886, it appearing that the length of the route is 10 instead of 16 miles, and that the failure of November 17, 1885, was over 5 miles each way, and that the deduction should have been $1.94.				
Oct. 29, 1885		Failure on 22 miles both ways		$1 64
Oct. 12, 13, 1885		Failure total		2 22
Nov. 7, 1885		Failure on 14½ miles both ways		
Oct. 31; Nov. 7, 1885	Wytheville	Failure to arrive		9 60
Oct. 13, 14, 1885	....do	Failure on 27½ miles both ways		
Dec. 10, 11, 28, 29, 1885	....do	Failure on 29½ miles both ways		
Oct. 6, 1885		Failure total		
Oct. 13; Nov. 10, 1885		Failure on 4 miles both ways		1 26
Oct. 13; Nov. 7, 1885	Old Town	Failure to arrive and depart		3 42
Dec. 25, 1885	Ivanhoe Furnace	Failure to arrive and depart		
Oct. 31, 1885	....do	Failure on 6½ miles both ways		
Dec. 15, 1885	....do	Failure on 4 miles both ways		
Oct. 13, 15, 1885		Failure total		4 96
Dec. 14, 1885		Failure total		1 62
.....do		Failure total		2 50
Dec 9, 14, 1885		Failure on 8½ miles and back		6 33
Oct. 29, 1885		Failure on 23 miles each way		
Nov. 10, 1885		Failure on 20 miles each way		
Nov. 7–9, 1885		Failure round trip		
Oct. 21–29; Nov. 7; Dec. 14, 1885.		Failure round trips		
Nov. 6, 1885		Failure round trip		2 48
Dec. 14, 1885	Old Town	Failure to arrive and depart		
Oct. 20, 1885	Edwardsville	Mail badly wet	$1 00	2 49
Nov. 9, 1885	Dalton	Failure to arrive and depart		3 24
Oct. 29; Nov. 7, 1885	Dobson	.....do		
Oct. 13, 17, 23, 26, 28, 30; Dec. 5, 12, 1885.	Hillsborough	Failure to depart		22 50
Oct. 14, 19, 24, 27, 29, 31; Dec. 7, 14, 1885.	....do	Failure to arrive		
Oct. 13, 17, 23, 28, 30; Dec. 5, 12, 1885.	Milton	.....do		
Oct. 14, 19, 24, 29, 31; Dec. 7, 14, 1885.	....do	Failure to depart		
Oct. 9, 1885		Failure round trip		1 32
Dec. 1, 4, 8, 11, 15, 18, 1885	Between Trenton and Old Town.	Failure on 10 miles		7 94
Dec. 11, 25, 1885		Failure round trips		5 42
Sept. 28, 1885	Manatee	Failure to arrive		4 31
Sept. 27, 1885	....do	Failure to depart		
Dec. 3, 1885	Fort Ogden	Failure to arrive		2 62
Dec. 2, 1885	Punta Rassa	Failure to depart		
Dec. 15, 17, 1885		Failure total		1 80
In Nov. and Dec., 1885	Eureka	From 1 to 2 hours late in arriving 41 times.	3 00	
Oct. 3; Nov. 7, 1885		Failure on 15 miles		2 13
Dec. 8, 1885		Failure total		1 80
Oct. 15, 17, 20, 22, 24, 1885	Between Graham and Deputy.	Failure both ways 3½ miles		1 86
Oct. 27, 1885	....do	Failure one way 3½ miles		
Oct. 7, 19, 21, 26, 1885	Holton	Behind time in arriving		
Nov. 13, 18, 20, 1885	....do	Behind time in departing		
Nov. 13, 1885	Lock Spring	Arrived too much intoxicated to carry mail with safety, and was nearly 4 hours late.	3 00	
Oct. 1, 2, 3, 5, 6, 23, 30, 1885	Clifty	Failure to deliver mail to post-office promptly on arrival in the town because of stopping to unload goods, &c.	1 00	
Dec. 8, 1885		Failure total		1 58
.....do		Behind time and on other dates not given.	1 00	
Dec. 9, 1885		Failure tofal		2 95
Dec. 8, 1875		Failure on 10 miles		
.....do		Failure total		1 26
.....do		.....do		2 64
Dec. 25, 1885		.....do		2 20

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 18	22334	Bowling Green to Brazil	Ind	M. A. Dalgarn & C. W. Gwanes.	$385 52	$0 61
	22334	do	Ind	do		
	22349	Rockville to Hollandsburgh	Ind	J. M. Turner	192 00	30
	22349	do	Ind	do		
	22351	Annapolis to Waterman	Ind	V. Boreing	249 00	79
	22351	do	Ind	do		
	22351	do	Ind	do		
	22355	Shannondale to New Ross	Ind	do	133 00	42
	22355	do	Ind	do		
	22367	Cicero to Sheridan	Ind	William Gall	449 00	71
	23208	Golconda to Vienna	Ill	F. T. Welch	392 00	1 88
	23213	Lick Creek to Vienna	Ill	W. B. Catching	195 00	62
	23213	do	Ill	do		
	23239	McLeansborough to Benton	Ill	J. M. Gilley	721 76	1 15
	23263	Marissa to Nashville	Ill	R. Ritter	991 00	1 58
	23265	Saint Libory to Mascoutah	Ill	W. B. Catching	425 00	67
	23271	Stone Church to Venedy	Ill	N. L. Turner	413 98	66
	23294	Clay City to Sailor Springs to Gatewood.	Ill	W. B. Catching	343 92 80 92 262 98	25 42
	23294	do	Ill	do		
	23295	Louisville to Louisville	Ill	N. L. Turner	393 99	62
	23295	do	Ill	do		
	23299	Salem to Mount Vernon	Ill	R. Ritter	363 00	1 16
	30197	Natchitoches to Coushatta Chute.	La	J. D. Emerson	1,440 00	2 29
	30197	do	La	do		
	30296	Natchitoches to Provencal	La	do	536 00	73
	37116	Rawlins to Fort Washakie	Wyo	H. B. Eastman	13,042 58	17 86
	37116	do	Wyo	do		
	37116	do	Wyo	do		
	37116	do	Wyo	do		
	38218	Hot Sulphur Springs to Steamboat Springs.	Colo	G. V. Meserole	3,768 88	12 07
	38277	Quartz to Tin Cup	Colo	do	1,533 33	2 44
	38222	Dillon to Troublesome	Colo	J. S. Brown	1,488 00	4 76
	38222	do	Colo	do		
	38222	do	Colo	do		
	38222	do	Colo	do		
		STEAMBOAT SERVICE.				
	95	Chebeague Island to Portland	Me	G. F. West	600 00	95
	95	do	Me	do		
	95	do	Me	do		
	95	do	Me	do		
		RAILROAD SERVICE.				
	12005	Wheeling Junction to Wheeling.	W. Va.	P. C. & St. L. Rwy	1,785 36	71 2 85
	10016	Bay View to Canton Docks	Md	Northern Central Rwy	39 77	
	23066	Chicago to Altamont	Ill	W. St. L. & P. Rwy	16,806 18	23 02
	23066	do	Ill	do		
		Remission.				
		STAR SERVICE.				
	15299	Macon to Knoxville	Ga.	I. Jennings	282 92	1 36

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During Nov. and Dec., 1885	.....	From half hour to 3 hours late on every arrival except one.	$3 00	.....
Nov. 12, 1885	.....	Mail wet and damaged some		
Oct. 7, 1885	.....	Failure total	.....	$1 20
Dec. 8, 1885	.....	....do		
Nov. 5, 1885	.....	Failure on 3 miles	.....	1 38
Nov. 7, 1885	.....	Failure on 4 miles		
Dec. 10, 1885	.....	Failure on 3½ miles		
Nov. 17; Dec. 1, 1885	Shannondale	Failure total	.....	2 10
Dec. 5, 1885	.....	Failure to arrive and depart		
Nov. 15 to Dec. 31, 1885	Deming	Failure to supply 34 times	4 76	.....
Nov. 6, 1885	.....	Failure half trip	.....	1 88
Dec. 9, 1885	.....	Failure round trip	.....	2 03
Nov. 6, 1885	.....	Failure on 9 miles both ways		
Dec. 9, 1885	Benton	Failure to arrive and depart	.....	1 15
Dec. 25, 1885	.....	Failure round trip	.....	3 16
....do	.....	....do	.....	1 34
....do	.....	....do	.....	1 32
Dec. 10, 11, 12, 14, 15, 1885	.....	Failure 5 round trips 6 times a week service.	.....	5 20
Dec. 10, 12, 1885	.....	Failure 2 round trips 3 times a week service.		
Dec. 10, 11. 1885	.....	Failure 2 round trips	.....	2 79
Dec. 12, 1885	.....	Failure ¼ trip		
Dec. 9, 1885	Salem	Failure to arrive and depart	.....	1 16
Dec. 4, 5, 10, 11, 12, 14, 15, 16, 17, 18, 19. 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 1885.	Natchitoches	Failure to arrive in schedule time.	40 00	.....
Dec. 12, 14, 15, 16, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 1885.	Coushatta Chute	Departed 1 hour late		
Dec. 1, 3 7, 11, 14, 15, 16, 17, 18, 21, 22, 24, 26, 31, 1885.	Natchitoches	Failure to connect	.....	5 04
Nov. 6, 1885	Between Fort Rawlins and Fort Washakie.	Failure one way 153½ miles		
Nov. 16, 17, 18, 19, 20, 21, 22, 24, 26, 1885.	South Pass City	Failure both ways on side supply, a distance of 31 miles.	.....	102 90
Nov. 15, 28, 1885	... do	Failure one way		
Nov. 15, 16, 17, 18, 19, 20, 21, 23, 25, 27, 1885.	Dallas	Failure both ways on side supply (¼ pro rata).		
Dec. 1 to 31, 1885	.....	Failure to perform service	.....	317 49
Dec. 31, 1885	.....	Failure on 5 miles each way	.....	2 03
Oct. 15, 20, 22, 24, 29, 31; Nov. 5, 14, 1885.	Dillon	Failure to arrive		
Oct. 14, 19, 21, 23, 28, 30, 1885	....do	Failure to depart		
Oct. 19, 21, 23, 26, 28, 30: Nov. 3, 10, 15, 1885.	Troublesome	Failure to arrive	.....	76 16
Oct. 20, 22, 24, 27, 29, 31; Nov. 4, 11, 16, 1885.	....do	Failure to depart		
Dec. 26, 1885	Chebeague Island	Failure to arrive and depart		
Dec. 28, 1885	....do	Failure to depart		
Dec. 26, 1885	Portland	....do	.....	2 38
Dec. 28, 1885	....do	Failure to arrive		
Oct. 2, 17; Nov. 11, 12, 14, 19, 21, 28; Dec. 7, 12, 18, 19; No. 63, Dec. 15; No. 65, Nov. 3, 17, 1885.	Wheeling	Failure to connect	5 50	.....
During fourth quarter	.....	No service performed	.....	22 44
No. 26, Oct. 9; Nov. 3; No. 4, Dec. 15.	Chicago	Failure to connect	34 50	34 53
Oct. 10, 23, 26, 1885	Altamont	Failure to arrive		

Remit $2 72 of the deduction noted in the report for week ended October 31, 1885, it having been shown by the certificate of the postmaster at Warrior and the statement of the carrier (the truth of whose statement is vouched for by Representative Blount) that on September 28 the mail was carried 3 miles, and that high water rendered further progress impossible.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
1886.		STAR SERVICE.				
Jan. 19	6201	New York to Mariners Harbor.	N. Y...	Hugh Gill.....	$1,900 00	$0 75
	6202	Brooklyn to New Utrecht.....	N. Y...	W. A. Stoddard.....	670 00	88
						34
	6203	Long Island City to Steinway..	N. Y...	C. C. Morse	419 00	33
	6348	Adams to Belleville	N. Y...	H. I. Littlefield	87 50	06
	6348	.....do	N. Y...	.....do	.....	.....
	6358	Sageville to Northville.....	N. Y...	G. Hasley.....	144 00	10
						17
	6358	.....do	N. Y...	.....do	.....	.....
	6358	.....do	N. Y...	.....do	.....	.....
	6385	Utica to West Winfield.....	N. Y...	W. A. Stoddard	410 00	1 31
	6391	Georgetown to Pitcher	N. Y...	J. W. Gilbert	377 00	60
	6407	Syracuse to Tully Valley.....	N. Y...	G. W. Button	273 00	38
						09
	6426	Seneca Falls to East Varick ...	N. Y...	F. I. Smith.....	379 00	60
	6464	Albion to West Barre	N. Y...	W. F. Costellow.....	369 00	58
	6485	Cattaraugus to Springville	N. Y...	F. I. Smith	770 00	1 23
	6491	Angelica to Nunda	N. Y...	J. F. Gilbert	677 00	1 08
	6491	.....do	N. Y...	.....do	.....	.....
	6491	.....do	N. Y...	.....do	.....	.....
	6491	.....do	N. Y...	.....do	.....	.....
	6585	Livonia Station to Canadice....	N. Y...	.....do	399 00	55
						15
	6592	Summit Station to Cuyler	N. Y...	L. D. Rindge.....	323 00	51
	6592	.....do	N. Y...	.....do	.....	.....
	6622	Port Leyden to Old Forge	N. Y...	C. C. Morse	539 00	53
	6622	.....do	N. Y...	.....do	.....	64
	6622	.....do	N. Y...	.....do	.....	.....
	6622	.....do	N. Y...	.....do	.....	.....
	6622	.....do	N. Y...	.....do	.....	.....
	6637	Eden to Woodward's	N. Y...	.....do	413 00	65
	6684	West Webster to Rochester ..	N. Y...	Z. T. Carpenter	260 00	41
	6710	Norwich to De Ruyter	N. Y...	F. I. Smith.....	888 00	1 41
	6772	Hulberton to Murray Station..	N. Y...	W. A. Stoddard	230 00	18
	6880	Hague to Ticonderoga	N. Y...	.....do	300 00	47
	6890	Clayburgh to Paul Smith	N. Y...	.....do	580 00	1 85
	6895	South Colton to Moody	N. Y...	H. B. Marden	875 00	2 80
	6895	.....do	N. Y..	.....do	.....	.....
	6951	Leipzig to Salisbury Centre....	N. Y...	W. H. Smith	124 00	39
	6951	.....do	N. Y...	.....do	.....	.....
	6951	.....do	N. Y...	.....do	.....	.....
	7501	Catskill to Grand Gorge	N. Y...	.....do	1,300 00	1 24
	7501	..... do	N. Y...	.....do	.....	41
	33161	Omio to Ionia.....	Kans ..	.....do	934 54	1 49

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 26; Dec. 25, 1885		Failure to perform more than 1 trip.		$9 00
Nov. 26; Dec. 25, 1885	On the route	Failure on 1 trip each way		1 22
Nov. 26; Dec. 25, 1885		Failure to perform more than 1 trip.		1 32
Oct. 5, 1885	Belleville	Mail bag wet	$1 00	
Oct. 20, 1885	do	Mail bag wet through		
Nov. 9, 1885	On the route	Failure ¾ of a trip, three-times-a-week service.		
Nov. 11, 1885	do	Failure on half trip, six-times-a-week service.		
July 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; Aug. 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28, 31; Sept. 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; Oct. 2, 5, 7, 9, 12, 14, 16, 19, 22, 23, 26, 28, 30; Nov. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30; Dec. 2, 6, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30, 1885.	Hope Falls	Failure to supply	10 00	32
Nov. 14, 16, 1885		Failure 1 trip		2 62
Nov. 14, 21, 25, 27, 28, 1885	Georgetown	Failure to connect	1 50	
Dec. 25, 1885	do	Failure to perform service		1 09
Nov. 26; Dec. 25, 1885		do		2 40
Nov. 26, 1885		do		1 16
During fourth quarter, 1885	On the route	Failure to perform service according to contract, in that he failed to supply Eddyville from Otto, but supplied it from East Otto.	5 00	
Nov. 19, 26, 1885	Angelica	Failure to arrive		
Nov. 20, 27, 1885		Failure to depart		4 32
Nov. 26, 27, 1885	Nunda	Failure to arrive		
Nov. 19, 26, 1885	do	Failure to depart		
Dec. 23, 24, 25, 26, 1885	Livonia Station	Failure to connect	1 00	
Nov. 13, 17, 20, 24, 26; Dec. 3, 14, 16, 23, 1885.	Cuyler	Failure to arrive		4 59
Nov. 13, 16, 20, 24, 26; Dec. 3, 14, 16, 23, 1885.	do	Failure to depart		
Nov. 27, 0, 12, 21, 1885				
Dec. 1, 3, 5, 8, 10, 12, 15, 19, 22, 24, 26, 29, 31, 1885.	Moose River	Failure to arrive and depart from Old Forge.		23 68
Nov. 2, 6, 9, 11, 13, 18, 27, 30; Dec. 3, 5, 10, 12, 19, 22, 24, 26, 29, 31, 1885.	Old Forge	Failure to arrive and depart from Moose River.		
Dec. 16, 1885	do	Failure to depart		
Dec. 17, 1885	do	Failure to arrive		
Nov. 26, 1885		Failure to peform service		1 30
Dec. 7, 25, 1885		do		1 64
	South Otselic	Failure to arrive and depart (an intermediate office) from Norwich, to arrive on 9th, and depart on 10th of December.		1 42
Oct. 5, 9, 13, 28, 29; Nov. 4, 7, 9, 11, 19, 23, 25; Dec. 9, 23, 1885.	Hindsburgh	Postmaster reports that carrier kept the mail at his house during the night.	1 50	
Oct. 1, 2, 3, 1885	do	Failure to perform service		2 82
Dec. 7, 1885	Between Loon Lake and Paul Smith's.	do		2 16
Oct. 14, 19, 31; Nov. 2, 6, 16, 1885.	Moody	Failure to arrive		2 86
Oct. 15, 20, 29; Nov. 5, 7, 19, 21, 1881.	do	Failure to depart; a total failure 6 miles each date.		
Nov. 3, 1885	Leipzig	Failure to arrive and depart		1 56
Nov. 3, 12, 17, 1885	Salisbury Centre.	do	150 00	
During November, 1885		Failure to perform service in schedule time and on schedule days.		
Nov. 19, 1885	Catskill	Failure to take the mail	2 50	
Oct. 24, 25, 26, 27, 28, 1885	do	Failure to connect		
Dec. 9, 1885	Ionia	Failure to arrive and depart		1 49

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 19	33579	Kinsley to Avilla	Kans ..	G. V. Meserole	$2,547 48	$3 70 70
	38204	Walsenburgh to Gardner	Colo ...	J. B. Colegrove	830 00	2 66
	39145	Shakespeare to Lordsburgh	N. Mex.	J. H. Ruddell	291 43	.....
		STEAMBOAT SERVICE.				
	6979	Canandaigua to Naples	N. Y...	J. McKechmire	500 00	.....
	6982	Sag Harbor to New London	N. Y...	E. F. Morgan	3,000 00	4 79
	6982	....do	N. Y...	....do	.....	.....
	6984	Lake George to Fort Ticonderoga.	N. Y...	Champlain Transfer Co.	2 75	.....
	6986	Plattsborgh to Burlington	N. Y...	....do	1,050 00	1 66
	29093	Terrence to Jacksonport	Ark ...	E. C. Postal	.....	.....
		STAR SERVICE.				
Jan. 20	267	Monhegan to Boothbay	Me	C. W. Dodge	262 00	1 25
	272	Rockland to Northhaven	Me	W. A. Mills	300 00	1 28
	283	Northport to North Isleborough	Me	B. F. Heal	300 00	47
	283	....do	Me	....do	.....	.....
	283	....do	Me	....do	.....	.....
	283	....do	Me	....do	.....	.....
	283	....do	Me	....do	.....	.....
	294	Bangor to Searsport to Belfast	Me	J. R. Pigg	1,160 00	.....
	297	Bangor to Monroe	Me	L. Nichols	580 00	92
	11659	Amherst C. H. to Green Forest	Me	W. B. Catching	305 81	1 46
	11659	....do	Me	....do	.....	.....
	19101	Taylorsville to Abingdon	Me	....do	870 60	1 38
	19101	....do	Me	....do	.....	.....
	19101	....do	Me	....do	.....	.....
	19101	....do	Me	....do	.....	.....
	19101	....do	Me	....do	.....	.....
	19101	....do	Me	....do	.....	.....
	19105	Taylorsville to Bristol	Me	C. M. Arnold	272 00	1 30
	19104	Taylorsville to Jefferson	Me	A. Roberts	690 00	1 10
	19104	....do	Me	....do	.....	.....
	19104	....do	Me	....do	.....	.....
	19104	....do	Me	....do	.....	.....
	19104	....do	Me	....do	.....	.....
	19104	....do	Me	....do	.....	.....
	19109	Hampton to Taylorsville	Me	W. A. Sorrell	690 00	1 10
	19109	....do	Me	....do	.....	.....
	19109	....do	Me	....do	.....	.....
	19109	....do	Me	....do	.....	.....
	19110	Elizabethton to Stony Creek	Tenn ..	J. B. Miller	294 00	46
	19110	....do	Tenn ..	....do	.....	.....
	19110	....do	Tenn ..	....do	.....	.....
	19112	Elizabeth to Union Depot	Tenn ..	W. B. Catching	120 00	57
	19121	Kingsport to Jonesborough, via Clover Bottom.	Tenn ..	J. C. Childress	870 17	20
	19121	....do	Tenn ..	....do	.....	1 38
	19121	....do	Tenn ..	....do	.....	.....
	19121	....do	Tenn ..	....do	.....	.....
	19125	Jonesborough to Erwin	Tenn ..	A. Easley	347 62	55
	19127	Jonesborough to Kenduck's Creek.	Tenn ..	....do	214 98	68

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 3, 5, 7, 10, 12, 14, 17, 19, 21, 1885.	Between Coldwater and Protection.	Failure 12 miles 6 times a week.	.....	$12 60
Dec. 30, 1885	.....	Failure round trip	.....	5 32
Dec. 16 to 31, 1885	.....	Failure to perform service	.....	12 67
Dec. 8, 9, 10, 1885	.....	....do	.....	5 90
Nov. 2, 24, 1885	.....	Failure to perform trips	.....	19 95
Nov. 23, 1885	.....	Failure to perform more than half trip.		
Oct. 4 to 20, 1885	.....	Failure to perform service	.....	150 80
Oct. 30, 1885	.....	....do	.....	3 32
.....	.....	Whereas the deduction ordered January 16, 1886, was based upon the pay of the temporary contractor instead of the pay of the present contractor ($1,950 per annum), and whereas a further sum should be deducted in order that the total deduction may be equal to the value of the service lost, deduct	.....	36 52
Dec. 5, 1885	.....	Failure to perform service	.....	$2 50
Nov. 24, 25, 1885	.....	Failure to make trip	.....	2 56
Oct. 30; Dec. 26, 1885	Northport	Failure to arrive and depart	.....	2 35
Nov. 25, 1885	....do	Failure to depart		
Oct. 30; Nov. 25; Dec. 26, 1885	North Isleborough	Failure to arrive		
Nov. 26; Dec. 26, 1885	....do	Failure to depart		
Dec. 1 to 31, 1885	Bangor	Habitual failures to dapart on schedule time.	$2 00	.....
July 1 to Dec. 31, 1885	White's Corners and West Winterport.	Failure to supply more than 3 times a week each way.	25 28	.....
Oct. 29, 1885	.....	Failure on 16 miles both ways	.....	2 52
Dec. 14, 1885	.....	Failure on 10 miles both ways.		
Oct. 30, 1885	Between Taylorsville and Mock's Mills.	Failure on 6½ miles each way		
Nov. 7, 1885	....do	Failure on 7½ miles each way.		
Nov. 9, 1885	....do	Failure half mile each way	.....	5 38
Oct. 30, 1885	Between Abingdon and Mock's Mills.	Failure on 15 miles each way		
Nov. 7; Dec, 4, 1885	....do	Failure on 10 miles each way		
Nov. 9; Dec. 10, 1885	....do	Failure on 4 miles each way		
Oct. 31; Nov. 10; Dec. 15, 1885.	....do	Failure on 10½ miles each way	.....	2 80
Nov. 7; Oct. 29, 30, 1885	.....	Failure on 21½ miles each way		
Oct. 12, 1885	Taylorsville	Failure to arrive and depart		
Oct. 28, 1885	....do	Failure to depart	.....	8 46
Oct. 29, 1885	....do	Failure to arrive		
Oct. 12, 1885	Jefferson	....do		
Oct. 13, 1885	....do	Failure to depart		
Nov. 7, 1885	.....	Failure on 14¾ miles each way		
Oct. 28, 1885	.....	Failure on 16 miles each way		
Oct. 29, 1885	.....	Failure on 3 miles each way	.....	2 32
Dec. 8, 1885	.....	Failure on 8 miles each way		
Oct. 30, 1885	.....	Failure round trip		
Nov. 7, 1885	.....	Failure on 5 miles	.....	3 09
Oct. 29, 31, 1885	.....	Failure on 12 miles each way		
Oct. 30, 1885	.....	Failure round trip	.....	1 14
Oct. 13, 31; Nov. 10; Dec. 15, 1885.	Between Kingsport and Clover Bottom.	Failure on 6½ miles each way		
Oct. 29, 1885	....do	Failure on 7½ miles each way		
Nov. 7, 1885	....do	Failure round trip	.....	2 86
Oct. 29; Nov. 6, 1885	Between Jonesborough and Clover Bottom.	Failure on 6 miles each way		
Oct. 29, 1885	.....	Failure round trip	.....	1 10
Nov. 7, 1885	.....	....do	.....	1 86

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation	Half trip.
		STAR SERVICE—continued.				
Jan. 20	19133	Swaney to Limestone	Tenn ..	A. Easley	$248 75	$0 79
	19136	Greenville to Warrensburgh	Tenn ..	J. L. Cardwell	195 00	62
	19136	do	Tenn ..	do		
	19144	Rogersville to Jonesville	Tenn ..	J. Lovelace	1,004 20	1 60
	19154	Sneedsville to Jonesville	Tenn ..	W. B. Catching	234 00	75
	19154	do	Tenn ..	do		
	19158	Tazewell to Morristown	Tenn ..	T. G. Fulkerson	744 63	1 18
	19160	Whitesborough to Sneedsville	Tenn ..	J. C. Trent	794 00	1 26
	19160	do	Tenn ..	do		
	19163	Thornhill to Maynardsville	Tenn ..	R. Snodderly, jr	290 00	1 39
	19166	Rutledge to New Market	Tenn ..	W. B. Catching	450 00	71
	19166	do	Tenn ..	do		
	19173	Dandridge to Newport	Tenn ..	A. Easley	142 98	68
	19173	do	Tenn ..	do		
	19174	Newport to Cedar Creek	Tenn ..	do	264 98	84
	19174	do	Tenn ..	do		
	19174	do	Tenn ..	do		
	19174	do	Tenn ..	do		
	19177	Cosby to Gatlinburgh	Tenn ..	do	122 98	1 18
	19181	Rankin's Depot to Railroad Depot.	Tenn ..	J. Lovelace	171 00	82
	19182	Sevierville to Newport	Tenn ..	W. L. McAndrews	312 00	1 00
	19183	Sevierville to Gatlinburgh	Tenn ..	R. Conner	154 51	49
	19183	do	Tenn ..	do		
	19185	Sevierville to Tuckaleechee Cove.	Tenn ..	C. C. Yett	349 70	1 11
	19190	Knoxville to Sevierville	Tenn ..	S. Roben	798 75	1 27
	19194	Knoxville to Maynardsville	Tenn ..	D. Cawood	872 00	1 39
	19195	Knoxville to Rutledge	Tenn ..	W. B. Catching	525 00	1 69
	19196	Hargus to New Market	Tenn ..	J. R. Pigg	249 63	79
	19207	Maynardsville to Jacksborough	Tenn ..	F. L. Witt	294 00	1 41
	19208	Compensation to Lone Mountain.	Tenn ..	T. Branscom	147 00	31 39
	19208	do	Tenn ..	do		
	19208	do	Tenn ..	do		
	19208	do	Tenn ..	do		
	19209	Compensation to Clearfield	Tenn ..	W. B. Catching	72 00	69
	19213	Jacksborough to Cumberland Gap via Compensation.	Tenn ..	T. Branscom, Jr	789 00	75 51
	19213	do	Tenn ..	do		
	19213	do	Tenn ..	do		
	19226	Sweet Water to Euchee	Tenn ..	H. S. Bates	249 50	79
	19233	Povo to Hopewell Springs	Tenn ..	W. B. Catching	276 00	44
	19234	Povo to Caringer	Tenn ..	J. Williams	175 00	84
	19244	Athens to Decatur	Tenn ..	G. W. Foster	385 00	61
	19244	do	Tenn ..	do		
	19245	Evansville to Decatur	Tenn ..	W. H. Cox	403 50	64
	19250	Spring City to Decatur	Tenn ..	do	248 00	79
	19250	do	Tenn ..	do		
	19254	Cleveland to Decatur	Tenn ..	R. B. Hunter	418 00	1 33
	19259	Harrison to Birchwood	Tenn ..	do	425 00	1 36 1 47
	19266	Rockwood to Hebbertsburgh	Tenn ..	W. B. Catching	134 00	64
	19278	Clinton to Wartburgh via Oliver Springs.	Tenn ..	W. F. Costellow	655 92	77 82
	19281	Robertsville to Powell's Station	Tenn ..	W. B. Catching	215 00	68
	19281	do	Tenn ..	do		
	19281	do	Tenn ..	do		
	19284	Coal Creek to Agee	Tenn ..	D. R. Dew	98 00	47
	19284	do	Tenn ..	do		
	19299	Pikeville to Spencer	Tenn ..	Ferguson & Hall	229 00	73
	19304	Dunlap to Gruetli	Tenn ..	W. C. Merriman	200 00	96
	19309	Decherd to Pelham	Tenn ..	W. H. Featherston	148 00	71
	19309	do	Tenn ..	do		
	19315	McMinnville to Beersheba Springs.	Tenn ..	Houchin & Biles	265 00	84
	19324	Sparta to Cookville	Tenn ..	M. S. Massa	342 86	54
	38134	Webster to Hall Valley	Colo ...	W. A. Stoddard	520 00	83
	38169	Pueblo to Rye	Colo ...	do	1,182 85	3 78
	38178	Sargent to Tomichi	Colo ...	do	1,840 00	2 93

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 7, 1885	.....	Failure round trip	.....	$1 59
Oct. 13; Nov. 7, 1885	.....	Failure on 5½ miles each way	.....	1 27
Oct. 13, 1885	Warrensburgh	Failure to arrive and depart		
Nov. 7, 10; Dec. 10, 14, 1885	.....	Failure on 26 miles each way	.....	11 09
Nov. 10; Dec. 10, 15, 1885	.....	Failure on 5¼ miles each way	.....	2 48
Nov. 7, 1885	.....	Failure on 13¼ miles each way		
Nov. 7, 1885	.....	Failure on 27 miles each way	.....	2 05
Oct. 30, 1885	.....	Failure on 22 miles each way	.....	3 36
Nov. 7, 1885	.....	Failure on 14 miles each way		
Nov. 9, 1885	.....	Failure on 17 miles each way	.....	1 75
Nov. 7, 1885	New Market	Failure to arrive and depart	.....	2 32
Nov. 9; Dec. 14, 1885	do	Failure on 10½ miles each way		
Oct. 31, 1885	.....	Failure on 10 miles each way	.....	2 29
Nov. 7, 1885	.....	Failure round trip		
Dec. 5, 8, 1885	Newport	Failure to depart	.....	3 36
Dec. 7, 9, 1885	do	Failure to arrive		
Dec. 5, 8, 1885	Cedar Creek	do		
Dec. 7, 9, 1885	do	Failure to depart		
Nov. 7, 1885	.....	Failure on 21 miles each way	.....	1 98
Oct. 13, 29, 1885	Rankin's Depot	Failure to arrive and depart	.....	1 64
Oct. 29, 30; Nov. 7, 9, 1885	.....	Failure round trips	.....	4 00
Oct. 29; Nov. 7, 1885	.....	Failure on 8¼ miles each way	.....	1 06
Dec. 14, 1885	.....	Failure 24 miles each way		
Oct. 29, 30; Nov. 7, 9, 1885	.....	Failure round trips	.....	6 34
Oct. 29; Nov. 7, 1885	Sevierville	Failure to arrive and depart	.....	2 54
Nov. 7, 1885	.....	Failure on 26½ miles each way	.....	2 49
do	.....	Failure on 29 miles each way	.....	2 88
Dec. 14, 16, 1885	.....	Failure on 7¾ miles each way	.....	1 92
Dec. 17, 1885	.....	Failure on 26 miles each way	.....	2 36
.....	Between Keck's Chapel and Lone Mountain.	Failure, 12 miles	.....	1 49
Nov. 5, 1885	.....	Failure on 9 miles each way		
Dec. 15, 1885	.....	Failure on 8 miles each way		
Nov. 7, 1885	Lone Mountain	Failure to arrive and depart		
do	.....	Failure on 11 miles each way	.....	1 01
do	Between Jacksborough and Compensation.	Failure on 19½ miles each way		
Dec. 9, 1885	.....	Failure on 2¾ miles each way	.....	2 41
Nov. 7, 1885	Between Compensation and Cumberland Gap.	Failure on 14½ miles each way		
Dec. 9, 1885	.....	Failure on 15 miles each way	.....	1 18
Oct. 29; Nov. 7; Dec. 9, 1885	.....	Failure on 4½ miles each way	.....	1 69
Nov. 7, 1885	.....	Failure round trip	.....	1 68
do	.....	Failure on 8 miles each way	.....	1 22
Oct. 1, 1885	.....	Failure on 7 miles each way		
Nov. 7, 9, 10; Dec. 11, 1885	.....	do	.....	2 39
Nov. 7, 1885	.....	Failure on 15 miles each way	.....	3 13
Dec. 5, 1885	Pelham	Failure round trip		
Nov. 10, 1885	.....	Failure on 17 miles each way	.....	1 33
Oct. 2; Nov. 11, 1885	Harrison	Failure to arrive and depart	.....	2 83
Nov. 7, 1885	.....	Failure round trip	.....	1 28
do	Between Clinton and Oliver Springs.	do	.....	1 54
Dec. 1, 3, 26, 29, 1885	.....	Failure round trips	.....	9 69
Oct. 31; Nov. 7, 10; Dec. 12, 1885.	.....	Failure on 10½ miles each way		
Oct. 29, 1885	.....	Failure on 5 miles each way		
Dec. 9, 1885	.....	Failure on 12 miles each way	.....	1 69
Nov. 7, 1885	.....	Failure round trip		
do	.....	do	.....	1 46
Nov. 7–9, 1885	.....	Failure on 15½ miles each way	.....	1 26
Oct. 3, 1885	Pelham	Failure to arrive and depart	.....	1 29
Nov. 7, 1885	.....	Failure on 6 miles each way		
do	.....	Failure round trip	.....	1 68
Oct. 29; Nov. 7; Dec. 14, 1885.	.....	Failure on 11 miles each way	.....	2 03
Nov. 23, 1885	.....	For putting mail in hands of unsworn parties for delivery at Webster.	$1 00	.....
Dec. 31, 1885	Rye	Failure to arrive	.....	1 83
Dec. 25, 1885	Tomichi	Failure to arrive and depart	.....	2 99

Fines imposed on contractors and deductions from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 20	38182	Crested Butte to Irwin	Colo	A. H. Brown	$857 15	$1 36
	38182	do	Colo	do		
	38182	do	Colo	do		
	38220	Placerville to Rico	Colo	H. C. Griffin	1,342 40	4 29
	38221	Buena Vista to Cottonwood Springs.	Colo	J. D. Emerson	488 14	
	38224	Fort Collins to Teller	Colo	do	1,898 91	
					316 48	2 02
	38245	La Plata to Fort Lewis	Colo	H. C. Slavens	267 59	1 28
					424 99	2 04
	38245	do	Colo	do		
	38245	do	Colo	do		
	38259	La Veta to Stonewall	Colo	R. H. Pooler	600 00	2 38
	38278	Irwin to Castleton	Colo	J. F. Seymour	1,850 00	2 53
	38278	do	Colo	do		
	38261	Crested Butte to Glenwood Springs.	Colo	C. R. Diver	11,088 09	15 19
					3,481 15	4 76
	38261	do	Colo			
	38292	Georgetown to Grand Lake	Colo	C. D. Alexander	2,800 00	8 97
	38297	Coal Creek to Williamsburgh	Colo	A. Salmon	366 66	
	41118	Salt Lake City to Argenta	N. Mex.	E. J. Travis	499 00	1 59
	41165	Desert to Detroit	N. Mex	J. Dewsnap	800 00	
		STAR SERVICE.				
Jan. 21	299	Dixmont Centre to Unity	Me	L. Nichols	370 00	59
	299	do	Me	do		
	299	do	Me	do		
	299	do	Me	do		
	6997	New York to railroad depots and stations, &c.	N. Y.	W. H. Wolverton	165,000 00	
	11647	Pattonsville to Turkey Cove	Va.	G. D. Moore	133 99	54
	11653	Jonesville to Turkey Cove	Va.	J. C. Foley	397 00	63
	11653	do	Va.	do		
	11653	do	Va.	do		
	11650	do	Va.	V. Boreing	229 00	73
	11650	do	Va.	do		
	16201	Saint Lucie to Eau Gallie	Fla	J. B. Colegrove	564 12	8 71
	19214	Jacksborough to Powell's River.	Tenn	L. Conner	124 00	59
	19237	Citico to Belltown	Tenn	P. Giles	125 00	60
	19239	Cog Hill to Sylco	Tenn	W. B. Catching	112 00	1 07
	19285	Huntsville to Buckeye	Tenn	W. F. Costellow	133 00	63
	19314	Beersheba Springs to Tracy City.	Tenn	H. F. Finley	834 00	1 33
	19322	Perella to Mount Gilead	Tenn	D. H. Walker	209 91	1 00
	19325	Sparta to Beaver Hill via Dug Hill.	Tenn	Bradley & Miller	287 25	42
						53
	19325	do	Tenn	do		
	19325	do	Tenn	do		
	19335	Beaver Hill to Nettle Carrier	Tenn	W. B. Catching	190 00	91
	19336	Livingston to Jamestown	Tenn	do	445 00	1 42
	19336	do	Tenn	do		
	19337	Livingston to Albany	Tenn	J. K. Neal	409 00	1 31
	19338	Livingston to Burksville	Tenn	A. A. Stanford	398 61	98
						93
	19338	do	Tenn	do		
	19346	Celina to Albany	Tenn	W. B. Catching	380 00	1 06
						76
	19346	do	Tenn	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 5, 1885	Crested Butte	Failure to arrive	$3 00	$1 30
Nov. 6, 1885	do	Failure to depart		
		For non-observance of schedule.		
Dec. 31, 1885	Placerville	Failure to arrive		2 14
During fourth quarter, 1885		Failure to perform service		122 03
Nov. 5, 6, 19, 20, 21, 27, 28, 30, 1885.	Between Teller and Chambers.	Failure on 24 miles one way		16 16
Oct. 13; Nov. 17, 20; Dec. 1, 4, 1885.	La Plata	Failure to arrive and depart		19 64
Nov. 24; Dec. 8, 1885	do	Failure to depart		
Nov. 17, 20; Dec. 1, 4, 1885	Fort Lewis	Failure to arrive and depart		
Dec. 29, 1885	Stonewall	Failure to arrive		1 44
Dec. 10, 1885	Irwin	do		2 53
Dec. 11, 1885	do	Failure to depart		
During Nov., 1885	Between Crested Butte and Ashcroft.	Failure to perform but 7½ round trips.		505 64
During Dec., 1885	do	Failure to perform service		
		For not observing schedule	5 00	
Oct. 20 to Nov. 30, 1885		No evidence of 14 times a week service.		20 92
Nov. 13, 1885		Carrier reported intoxicated and mail delayed in arriving at Argenta.	2 00	
Dec. 21 to 31, 1885	Between Detroit and Ingersoll.	No service 23 miles		14 47
Nov. 13, 1885	West Troy to Troy.	Reported loss of pouch		
Dec. 2, 3, 7, 8, 10, 11, 12, 14, 17, 18, 23, 24, 25, 28, 29, 1885.	Dixmont Centre	Failure to arrive and depart on schedule time.		
Dec. 19, 26, 1885	do	Failure to connect	3 00	
Dec. 1, 2, 3, 4, 5, 9, 10, 11, 12, 15, 16, 17, 18, 21, 23, 24, 25, 26, 1885.	Unity	Failure to arrive and depart on schedule time.		
During fourth quarter, 1885	do	For various failures, delays, and irregularities.	43 57	
Nov. 2, 1885		Failure, total (1¼ pro rata)		1 35
Dec. 10, 14, 15, 1885		Failure on 10 miles both ways.		
Oct. 30; Nov. 7, 9, 10, 1885	Jonesville	Failure to arrive		4 04
Nov. 6, 7, 9, 1885	Turkey Cove	Failure to depart		
Dec. 10, 15, 1885		Failure on 8½ miles both ways.		1 39
Nov. 7, 1885	Turkey Cove	Failure to arrive		
		To correct clerical error of January 18, 1886, in deduction of $5.42, instead of $10.84, for failure of round trips, Dec. 11 and 25, 1885.		5 42
Nov. 7, 28, 1885		Failure on 9 miles each way		1 41
Nov. 7, 1885		Failure round trip		1 20
do		Failure on 13 miles each way		1 46
Oct. 29; Dec. 14, 1885		Failure on 11 miles each way		1 98
Oct. 1, 1885		Failure round trip		2 66
Dec. 14, 1885		Failure on 12½ miles each way		1 35
Nov. 7, 1885	Between Dug Hill and Beaver Hill.	Failure on 12 miles each way		
Nov. 24, 1885	do	Failure on 9 miles each way		1 79
Nov. 28, 1885	Beaver Hill	Failure to arrive and depart		
Nov. 7, 1885	do	Failure round trip		1 82
Dec. 15, 1885	Jamestown	Failure to arrive and depart		6 95
Oct. 29, 31; Nov. 7, 1885	do	Failure on 18½ miles each way		
Nov. 7, 1885	do	Failure on 29½ miles each way		2 30
Dec. 14, 1885	Livingston	Failure to arrive and depart		1 96
Nov. 16, 1885	Mouth of Wolf	do		
Oct. 31; Nov. 7, 1885	Between Celina and Mouth of Wolf.	Failure round trip		
Oct. 30, 1885	Between Mouth of Wolf and Albany.	do		5 76

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 21	19348	Gainesborough to Celina	Tenn...	G. A. Denham	$114 00	$1 09
	19362	Rural Hill to Smyrna	Tenn...	J. R. Pigg	372 00	1 19
	19377	La Fayette to Gainesborough	Tenn...	G. M. Putty	309 00	1 48
	19424	Pulaski to Boonshill	Tenn...	J. W. Peden	198 00	95
	19457	Petway to Peyran	Tenn...	W. B. Catching	248 00	1 19
	19469	Clarksville to Dover via New Provdence.	Tenn...	H. V. Childress	639 00	12
						1 79
	19469	.... do	Tenn...	.....do.....	.....	.....
	20128	Frankfort to Harrodsburgh	Ky.....	J. E. Mason	1,143 00	1 82
	20139	Frenchburgh to West Liberty	Ky.....	Goodwin & Pieratt	339 00	1 08
	20142	Cornwell to Hazle Green	Ky.....	J. A. Craft	749 00	1 19
	20158	Paintsville to Pikeville	Ky.....	J. E. Mason	993 00	1 58
	20158	.....do	Ky.....	.....do	.....	.....
	20158	.....do	Ky.....	.....do	.....	.....
	20158	.....do	Ky.....	.....do	.....	.....
	20161	West Liberty to Sandy Hook	Ky.....	W. A. Maxey	160 00	76
	20164	Hazle Green to Salyersville	Ky.....	J. A. Craft	320 00	1 02
	20164	.....do	Ky.....	.....do	.....	.....
	20164	.....do	Ky.....	.....do	.....	.....
	20164	.....do	Ky.....	.....do	.....	.....
	20164	.....do	Ky.....	.....do	.....	.....
	20166	Beattyville to Jackson	Ky.....	W. T. Hogg	392 00	1 25
	20166	.....do	Ky.....	.....do	.....	.....
	20166	.....do	Ky.....	.....do	.....	.....
	20169	Pikeville to Logan	Ky.....	J. A. Craft	530 00	2 54
	20170	Pikeville to Grundy	Ky.....	.....do	427 00	2 05
	20170	.....do	Ky.....	.....do	.....	.....
	20172	Hazard to Manchester	Ky.....	W. O. Davis	1,148 00	1 83
	20172	.....do	Ky.....	.....do	.....	.....
	20172	.....do	Ky.....	.....do	.....	.....
	20174	Harlan to Whitesburg	Ky.....	J. A. Craft	889 00	1 42
	20176	Harlan to Jonesville	Ky.....	T. S. Ward	104 00	1 00
	20176	.....do	Ky.....	.....do	.....	.....
	20177	Harlan to Bailey	Ky.....	.....do	308 00	1 48
	20182	Muldraugh to Hardinsburgh	Ky.....	J. N. Nichols	1,043 84	1 66
	20217	Dunnville to Yosemite	Ky.....	J. W. Rice	386 58	61
	20228	Barboursville to Pineville	Ky.....	J. A. Craft	360 00	57
	20228	.....do	Ky.....	.....do	.....	.....
	20231	Monticello to Albany	Ky.....	T. N. York	770 30	1 23
	20231	.....do	Ky.....	.....do	.....	.....
	27207	Cantril to Keosauqua	Iowa...	J. L. Strabala	449 00	71
	27248	Carbon to Reno	Iowa...	E. M. Hardan	229 41	73
	27272	Burlington to Denmark	Iowa...	R. T. Scott	440 00	70
	27272	.....do	Iowa...	.....do	.....	.....
	27272	.....do	Iowa...	.....do	.....	.....
	27281	Wapello to New Boston	Iowa...	W. N. Gibbs	421 00	67
	27343	Defiance to Carlan	Iowa...	J. A. Craft	189 00	60
	27389	Wilton Junction to Tipton	Iowa...	R. Filson	472 50	75
	27409	Canton to Dubuque	Iowa...	S. A. Pond	382 00	1 83
	27409	.....do	Iowa...	.....do	.....	.....
	27409	.....do	Iowa...	.....do	.....	.....
	27409	.....do	Iowa...	.....do	.....	.....
	27420	Marion to Cedar Rapids	Iowa...	Z. T. Carpenter	368 00	29

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 7, 1885		Failure round trip		$2 18
do	Between Mouth of Wolf and Albany.	Failure on 14 miles		1 59
(Nov. 9, 10 1885)	do	Failure round trip		2 96
Nov. 26, 1885	do	do		1 90
Dec. 1, 1885	Petway	Mail arrived wet	$1 00	
Oct. 10, 13, 15, 17, 22, 24, 27, 29; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 1885.	New Providence	Failure to arrive and depart		
Oct. 12, 14, 16, 19, 21, 23, 26, 28, 30; Dec. 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 1885.	Dover	do		68 02
Dec. 22, 23, 24, 1885	Frankfort	Failure to connect		2 73
Oct. 29, 1885	West Liberty	Failure to arrive and depart		1 08
Nov. 12, 1885		Carrier forgot the mail and left it at Hariba.	1 00	
Dec. 14, 15, 1885	Paintsville	Failure to depart		
Dec. 14, 1885	do	do		3 95
Dec. 15, 1885	Pikeville	Failure to arrive		
Dec. 16, 1885	do	Failure to depart		
Oct 31, 1885	do	Failure total		1 52
Oct. 13, 14, 1885		Failure total to make ½ pro rata		
Dec. 25, 26, 1885		Failure total		
Oct. 30, 1885		Failure on 15½ miles both ways		
Nov. 23, 1885		Failure on 10½ miles both ways.		
Dec. 14, 1885		Failure on 12½ miles both ways.		
		Kept mail out of post-office at Salyersville all night of Nov. 30, Dec. 2, 18, and then threw it down in front of said post-office after dark, Dec. 21.	2 00	7 95
Oct. 30, 31, 1885	Jackson	Failure total		
Dec. 25, 1885	do	Failure to depart		3 75
Dec. 26, 1885		Failure to arrive		
Oct. 13, 30; Nov. 10; Dec, 15, 18		Failure on 27 miles both ways		12 46
Nov. 10, 1885		Failure on 26 miles both ways		4 88
Dec. 15, 1885		Failure on 24 miles both ways.		
Oct. 29; Nov, 6, 7, 1885		Failure on 16 miles		
Oct. 30, 1885		Failure on 4 miles		6 44
Dec. 14, 1885		Failure on 36 miles, all both ways.		
Oct. 12, 1885		Mail wet	1 00	
Nov. 13, 1885	Jonesville	Failure to arrive		1 00
Nov. 14, 1885		Failure to depart		
Oct. 3, 31, 1885	Bailey	Failure to arrive and depart		2 96
Oct. 29, 1885	do	Mail pouch badly wet	1 00	
Nov. 7, 1885		Failure on 13¾ miles both ways.		1 03
Oct. 30; Nov. 7; Dec. 14, 1885.	Barboursville	Failure to arrive and depart		2 85
Oct. 29; Dec. 14, 1885	Pineville	do		
Nov. 7, 1885	Monticello	Failure to arrive and depart		1 96
Oct. 29, 30, 1885		Failure on 9 miles both ways.		
Dec. 5, 29, 31, 1885	Keosauqua	Failure on 13 miles each way		3 69
Oct. 1; Nov. 17, 19, 21, 24, 26, 1885.	Burlington	Failure total		13 14
Nov. 26; Dec, 25, 1885		Failure total		
Dec. 30, 31, 1885		Failure on 7½ miles each way		4 85
Dec. 29, 1885	Burlington	Failure to arrive and depart		
Dec. 4, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 30, 1885.	New Boston	Failure on 2 miles each way		4 46
Oct. 12, 1885	do	Failure total		1 20
Dec. 31, 1885	do	Failure total		1 50
Dec. 30, 1885	Canton	Failure to arrive		
Dec. 29, 1885	do	Failure to depart		3 66
Dec. 29, 1885	Dubuque	Failure to arrive		
Dec. 30, 1885	do	Failure to depart		
		For failing and refusing to carry three tie sacks of second-class mail December 25, 1885, leaving same exposed to possible depredation on the sidewalk in front of post-office at Marion, and failure to call at the Marion post-office for pouch for the Cedar Rapids post-office, December 26, 1885.	3 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 21	27421	Marion to Manchester	Iowa	J. A. Craft	$729 00	$2 33
	27444	Onawa to Decatur	Iowa	Z. T. Carpenter	370 00	59
	27451	Sioux City to Danbury	Iowa	B. Smith	732 00	2 34
	27451	do	Iowa	do		
	27462	Fort Dodge to Eagle Grove	Iowa	Z. T. Carpenter	449 00	1 43
	27462	do	Iowa	do		
	27462	do	Iowa	do		
	27462	do	Iowa	do		
	31120	Corpus Christi to Saint Mary's	Tex	J. L. McLean	1,622 22	2 49 1 34
	31120	do	Tex	do		
	31120	do	Tex	do		
	31138	Duling to Helena	Tex	V. Boreing	1,482 05	1 62 1 47
	31139	Luling to San Marcos	Tex	G. M. Snodgrass	891 00	1 42
	31162	Pleasanton to Rossville	Tex	B. W. Beedy	238 00	1 14
	31197	Corwin to Burnet	Tex	C. D. Jackson	751 34	2 40
	31216	La Grange to Burton	Tex	G. M. Snodgrass	881 00	1 40
	40155	Navajo to Springerville	Ariz	J. B. Colegrove	2,998 73	9 61
	40163	Camp Huachuca to railroad station.	Ariz	H. C. Slavens	757 72	1 24
	40176	Keam's Cañon to Tuba City	Ariz	A. T. Hughes	1,500 00	14 41
		STEAMBOAT SERVICE.				
	97	Vinal Haven to Rockland	Me	M. Webster	1,064 00	1 27
	97	do	Me	do		
	97	do	Me	do		
	97	do	Me	do		
	97	do	Me	do		
	18099	Vicksburgh to Faisonia	Miss	E. C. Carroll	2,000 00	19 23
	18099	do	Miss	do		
	18099	do	Miss	do		
	30090	Troyville to Tooley's	La	T. H. Hall	3,000 00	9 61
	30090	do	La	da		
		Remission.				
		STEAMBOAT SERVICE.				
	29093	Terrene to Jacksonport	Ark	E. C. Postal	1,950 00	18 74
		STAR SERVICE.				
Jan. 22	319	Abbott Village to Willimantic.	Me	J. R. Harrington	249 00	39
	347	Ellsworth to Cherryfield	Me	A. B. Fernald	899 00	1 43
	404	Pattin to Ashland	Me	J. M. Dorman	594 00	2 85
	425	Bethel to Lakeside	Me	J. L. Lane	671 08	1 60
	435	Matinicus to Rockland	Me	J. A. Craft	419 00	1 34
	435	do	Me	do		
	435	do	Me	do		
	6251	Coxsackie to Meansa	N. Y.	J. O. Castle	690 00	1 58
	13127	Hamburgh to Balsam Grove	N. C.	A. Easley	122 00	1 17
	13127	do	N. C.	do		
	13127	do	N. C.	do		
	13127	do	N. C.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 15, 1885	Wanbeek	Failure to supply one way	$1 00	
Dec. 4, 9, 1885		Failure total		$2 36
Dec. 4, 1885	Sioux City	Failure to arrive		2 34
Dec. 5, 1885	do	Failure to depart		
Oct. 30; Dec. 3, 1885	Fort Dodge	Failure to arrive		7 15
Oct. 27, 31; Dec. 1, 1885	do	Failure to depart		
Oct. 3; Nov. 5, 1885	Eagle Grove	Failure to arrive		
Nov. 4, 1885	do	Failure to depart		
Nov. 5; Dec. 8, 1885	Saint Mary's	Failure to arrive and depart		
Dec. 11, 12, 28, 1885		Estimated failure 5 miles each date.	5 00	4 79
Nov. 27, 1885	Corpus Christi	Mail badly wet		
Dec. 12, 1885	On the route, six times a week service.	Estimated failure of 13 miles		1 40
Nov. 27, 1885		Failure total		5 68
July 7, 1885	Pleasanton	Failure to arrive and depart		1 14
Nov. 13, 1885		Failure on 15 miles		2 18
Dec. 12, 1885		Carriers failed to meet for exchange of pouches.	1 40	
Dec. 23, 1885	Navajo	Failure to depart		4 80
1885		For neglect to properly care for mail while in custody, and to promptly deliver and receive mails at the station upon arrival of mail trains.	10 00	
Nov. 3, 10, 17, 1885		Failure round trips		86 46
Oct. 30; Nov. 25, 26; Dec. 5, 26, 1885.	Rockland	Failure to depart		
Oct. 31; Nov. 25, 26; Dec. 5, 26, 1885.	do	Failure to arrive		
Oct. 31; Nov. 25, 26; Dec. 5, 26, 1885.	Vinal Haven	Failure to depart		12 70
Oct. 30; Nov. 25, 26; Dec. 5, 26, 1885.	do	Failure to arrive		
Weeks ended Dec. 5; Oct. 10, 24, 31, 1885.	Vicksburgh	Failure to arrive once		
Weeks ended Oct. 17, 31; Nov. 21; Dec. 5, 1885.	do	Failure to depart once		192 30
Weeks ended Oct. 17, 24; Nov. 7, 21; Dec. 12, 26, 1885.	Faisonia	Failure to arrive and depart once.		
Nov. 4, 5, 7, 10, 12, 14, 17, 19, 21, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 24, 26, 29, 31, 1885.	Troyville	Arrived and departed on horseback.		
Nov. 5, 7, 10, 12, 14, 17, 19, 21, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 14, 16, 18, 24, 26, 29, 31, 1885.	Tooley's	Arrived and departed by land.		180 95

Remit $7 50 of the deduction noted in report January 19, 1886, it appearing upon a re-examination of the case that the additional deduction should have been $29. 02.

Oct. 6, 7, 20, 21, 29, 30; Nov. 4, 6, 7, 9, 19, 21, 24, 25; Dec. 3, 4, 5, 1885.	Willimantic	Failure to depart on schedule time.	$2 00	
Nov. 1 to 30, and Dec. 1 to 31, 1885.	Cherryfield	Habitual failures to arrive on schedule time.	3 00	
Dec. 22, 23, 1885		Failure of 1 trip		$5 70
Oct. 27, 31; Nov. 10, 1885	Bethel	Failure to connect		2 40
Oct. 30, 31, 1885	Rockland	Failure of half trip		
Nov. 4, 1885	Matinicus	Failure to arrive		2 68
Oct. 30, 1885	do	Failure to depart		
	Coxsackie	Failure and refusal to deliver the mail into the post-office after having been directed to do so.	10 00	
Oct. 2, 30, 1885	Hamburgh	Failure to arrive		
Oct. 1, 29, 1885	do	Failure to depart		3 51
Oct. 29, 1885	Balsam Grove	Failure to arrive		
Oct. 30, 1885	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 22	13151	Bat Cave to Mitchell	N. C...	T. G. Gibson	$159 00	$1 52
	13151	....do	N. C...	....do		
	13158	Ashford to Marion	N. C...	....do	77 00	74
	13195	Morganton to Table Rock	N. C...	J. F. Battle	138 00	66
	13195	....do	N. C...	....do		
	13237	Jefferson to Ore Knob	N. C...	H. N. Woodruff	238 00	38
	13237	....do	N. C...	....do		
	13248	Cherry Lane to Edwards' Cross-Roads.	N. C...	P. Barker	108 00	34
	13542	Edwards' Cross-Roads to Meadow Creek.	N. C...	J. D. Smith	117 00	56
	19484	Waverly to Linden	Tenn ..	T. J. Wilson	724 00	2 32
	19484	....do	Tenn ..	....do		
	19484	....do	Tenn ..	....do		
	19484	....do	Tenn ..	....do		
	19490	Waynesborough to Savannah	Tenn ..	J. M. Morrow	365 00	1 75
	19489	Waynesborough to Lowryville	Tenn ..	J. A. Gower	450 00	1 44
	19576	Bagdad to Butler's Landing	Tenn ..	W. B. Catching	180 00	1 73
	19578	Woodlawn Mills to Protemus	Tenn ..	....do	255 14	1 22
	19598	Spencer to Doyle's Station	Tenn ..	E. Jones	284 00	45
	19598	....do	Tenn ..	....do		
	19625	Cleveland to Cohutta Springs	Tenn ..	R. A. Lawson	73 00	70
	19625	....do	Tenn ..	....do		
	23325	Hill to Mason	Ill	P. R. Schnebly	93 00	44
	23325	....do	Ill	....do		
	23329	Bell Air to Yale	Ill	E. M. Hardin	146 52	23
	23343	Scottville to Palmyra	Ill	G. H. Hancock	265 00	42
	23508	Putnam to Bradford	Ill	E. M. Hardin	170 00	81
	23566	Kingsbury to Fenton	Ill	....do	150 00	48
	23571	Mount Carroll to Pleasant Valley.	Ill	P. R. Schnebly	129 00	62
	23572	Savannah to Elizabeth	Ill	J. Tapley	640 89	2 05
	25572	....do	Ill	....do		
	23601	Waukegan to Fox Lake	Ill	P. R. Schnebly	649 00	1 03
	27490	Dyersville to Elkport	Iowa...	J. D. Frier	889 00	1 42
	27490	....do	Iowa...	....do		
	27512	West Union to Waucoma	Iowa...	E. M. Hardin	387 06	1 24
	27525	Dakotah to Manson	Iowa...	B. W. Nichols	422 00	1 35
	27534	Sioux Rapids to Newell	Iowa ..	E. M. Hardin	360 00	1 73
	27534	....do	Iowa ..	....do		
	27534	....do	Iowa ..	....do		
	27535	Storm Lake to Souix Rapids	Iowa ..	J. D. Frier	469 00	74
	27535	....do	Iowa ..	....do		
	27536	Cherokee to Spencer	Iowa ..	A. A. Call	931 95	2 98
	27547	Primghar to Sutherland	Iowa ..	E. M. Hardin	480 00	76
	27649	Winthrop to Troy Mills	Iowa ..	A. N. Sanoorn	229 44	1 10
	27553	Spencer to Sioux Rapids, S. S. to Gillicks Grove.	Iowa ..	J. D. Frier	639 00 579 24 59 76	92 28
	27574	Waukon to Dorchester	Iowa ..	E. M. Hardin	219 00	1 05
	27643	Coon Rapids to Guthrie Centre.	Iowa ..	W. F. Hansberger	493 00	1 58
	27643	....do	Iowa ..	....do		
	27645	....do	Iowa ..	....do		
	27645	....do	Iowa ..	....do		
	27645	....do	Iowa ..	....do		
	27687	Muscatine to Ferdinand	Iowa ..	F. Reynolds	300 00	96
	31227	Paige to Alum Creek	Tex....	V. Boreing	219 00	70
	31235	Giddings to Winchester	Tex....	B. Magoffin	460 00	73
	31311	Hearne to Macy	Tex....	W. B. Catching	341 00	1 09
	31319	Marlin to Durango	Tex....	V. Boreing	426 00	1 36
	31324	Mexia to Tehuacana	Tex....	H. Tisdale	244 00	38

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 29, 1885		Failure on 10 miles each way		$3 04
Nov. 7, 1885		Failure on 14 miles each way		
Oct. 1, 29, 1885		Failure of round trips		2 96
Oct. 13, 1885		do		2 00
Nov. 7, 1885		Failure on 11 miles each way		
Oct. 12, 13, 29, 30, 1885		Failure of round trips		3 49
Nov. 7, 1885		Failure on 6 miles each way		
Oct, 17, 29; Nov. 7, 1885		Failure of round trips		2 04
Oct. 29, 1885		Failure of round trip		1 12
Dec. 10, 15, 19, 1885	Waverly	Failure to arrive		15 05
Dec. 11, 14, 16, 18, 1885	Linden	do		
Dec. 12, 15, 17, 19, 1885	do	Failure to depart		
Nov. 9, 10, 1885		Failure on 23 miles each way		
(Dec. 25, 26), 1885		Failure of round trip		3 50
Dec. 9, 1885		Failure on 15 miles each way		1 44
(Oct. 16, 17), 1885		Failure of round trip		3 46
Nov. 7, 1885		Failure on 13 miles each way		1 67
do		Failure of round trip		1 20
Oct. 30, 1885		Failure on 3 miles each way		
Oct. 3, 1885		Failure on 2¾ miles each way		1 22
Nov. 7, 1885		Failure on 12¾ miles each way		
Dec. 9, 1885		Failure of round trip		1 76
Nov. 7, 11, 1885		Failure of half trip		
Oct. 3; Nov. 6, 7; Dec. 8, 9, 10, 11, 23, 26, 31, 1885.	Bell Air	Failure to arrive and depart		2 30
Nov. 26, 1885		Failure of round trip (1¼ pro rata).		1 05
Dec. 30, 1885		Failure of round trip		1 62
Nov. 26, 1885		do		1 00
Dec. 30, 1885		do		1 24
		For failure to comply with the schedule 8 times in December, being 18 hours late one time, and from 1 to 3 hours late at other times.	$13 00	
		For being drunk while in charge of mails several times during quarter, causing complaint all along the route.		
Nov. 26, 1885		Failure of round trip		2 06
Dec. 9, 25, 1885	Dyerville	Failure on 17 miles both ways.	2 00	3 44
Sept. 18, 1885	Elkport	Failure to connect with depending mails.		
Dec. 9, 25, 1885		Failure on 21⅓ miles each way		2 26
Dec. 29, 1885		Failure on 14 miles both ways.		1 35
Dec. 25, 1885	Sioux Rapids	Failure to arrive and depart	1 00	6 92
Nov. 6; Dec. 25, 29, 1885	Newell	do		
Dec. 29, 1885	Sioux Rapids	Wet mail		
Dec. 25, 1885	do	Failure total	1 00	1 48
do	do	Mail due Dec. 24 at 6 p. m., delivered Dec. 25 at 12 m., being kept at livery barn all night.		
do	do	Failure to perform service on 22 miles both ways.		2 70
Dec. 4, 1885	do	Failure total		1 52
Dec. 5, 1885	do	Failure to perform service on 12½ miles each way.		1 48
Dec. 25, 1885	On the route	Failure total		1 84
Dec. 9, 1885	do	do		2 10
Nov. 7; Dec. 5, 24, 1885	Coon Rapids	Failure to arrive	2 00	9 48
Nov. 6; Dec. 4, 23, 1885	do	Failure to depart		
do	Guthrie Center	Failure to arrive		
Nov. 7; Dec. 5, 24, 1885	do	Failure to depart		
Dec. 29, 1885	Wichita	Wet and damaged mail		
Dec. 8, 1885	do	Failure total		1 92
Dec. 25, 1885	do	do		1 40
Dec. 12, 1885	do	do		1 46
Dec. 7, 1885	Macy	Carrier employed under 16 years of age.	1 00	
Oct. 7, 1885.	Mooresville	Carrier drunk while en route	3 00	
Oct. 7, 21, 24, 30; Nov. 2, 3, 26, 28, 30; Dec. 3, 5, 7, 8, 1885.	Mexia	Failure to connect		2 47

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 22	31336	Ennis to Bristol	Tex	A. Carroll	$154 00	$0 49
	31338	Waxahachie to Mountain Peak	Tex	G. M. Snodgrass	354 04	53
	31403	Clarksville to Doaksville	Tex	do	446 00	2 14
	31407	Mt. Vernon to Winnsborough	Tex	W. B. Catching	185 00	88
	31439	Wills Point to Hone Point	Tex	B. W. Beedy	133 00	63
	31362	Valley Creek to Leonard	Tex	W. B. Catching	151 00	24
	31472	Marshall to Carthage	Tex	B. Magoffin	1,120 00	1 78
	31475	Carthage to Sugar Hill	Tex	P. R. Schnebly	226 40	1 08
	31495	Homer to Lupkin	Tex	G. M. Snodgrass	792 00	1 26
					237 60	38
	31509	Rockland to Boon's Ferry	Tex	B. W. Beedy	130 50	62
	32113	Atoka to Ultima Thule	Ind. T.	J. Cross	1,645 00	7 90
	32113	do	Ind. T.	do		
	32127	Arkansas City to Pawhuska	Ind. T.	M. A. Thompson	970 00	3 10
	32145	Darlington to Silver City	Ind. T.	W. S. Maxwell	246 00	1 18
	32149	Okmulgee to Econtuchka	Ind. T.	J. A. Adams	484 62	4 65
	32154	Doaksville to Mountain	Ind. T.	G. D. Jackson	596 00	5 73
	32154	do	Ind. T.	do		
	32154	do	Ind. T.	do		
	32156	Oak Lodge to Tamaha	Ind. T.	J. R. A. Hendry	430 00	2 06
	32110	Fort Smith to McAlester	Ind. T.	H. C. Slavens	1,767 60	94
						5 65
	35101	Richland to Gothland	Dak	J. A. Warren	440 00	2 11
	35101	do	Dak	do		
	35101	do	Dak	do		
	35101	do	Dak	do		
	35113	Menno to Mitchell	Dak	B. Magoffin	1,398 90	2 22
	35117	Springfield to Santee Agency	Dak	I. N. Sanborn	281 00	44
	35128	Sioux Falls to Madison	Dak	J. R. Miner	581 20	2 79
	35128	do	Dak	do		
	35128	do	Dak	do		
	35128	do	Dak	do		
	35128	do	Dak	do		
	35162	Ellendale to Jameston	Dak	B. Magoffin	1,485 04	1 26
						1 21
	35186	Deadwood to Custer	Dak	C. L. Jensen	1,283 33	61 60
	35186	do	Dak	do		
	35214	Walle to Thompson	Dak	W. A. Stoddard	120 00	38
	35246	Republican to Sioux Falls	Dak	J. E. Kemp	150 00	72
	35244	Mount Vernon to Parsons	Dak	T. G. Bennett	856 76	1 71
	35258	Burdette to Miller	Dak	J. E. Kemp	352 00	1 69
	35291	Miller to Roanoke	Mont	T. B. Colegrove	2,888 08	3 69
	35291	do	Mont	do		1 83
	36107	Martinsdale to Ubet to Fort Benton.	Mont	A. E. Round	8,180 10	11 38
	36107	do	Mont	do	7,127 99	3 36
					1,052 11	
	36126	New Chicago to Phillipsburgh	Mont	V. H. Pease	1,340 00	4 28
	36147	Billings to Ubet	Mont	T. C. & J. W. Power of sureties.	7,113 36	11 36
	36147	do	Mont	do		
	35176	Sadie to Miles City	Mont	H. N. Warren	622 07	2 99
	37110	Fort Fetterman to Deer Creek	Wyo	do	594 00	2 85
	42161	Hailey to Bolton	Idaho	W. H. Ridenbaugh	226 67	1 09
		MAIL-MESSENGER SERVICE.				
	60072	Upper Madawaska to railroad	Maine	D. Sirvis	48 00	15
	62061	Rockingham to railroad	Vt	J. E. Grant	100 00	16
	62070	Well's River to railroad	Vt	A. S. Farwell	100 00	10
	62080	Wolcott to railroad	Vt	A. R. Pike	100 00	32
	62087	Factory Point to railroad	Vt	J. A. Thayer	75 00	

their pay, and fines and forfeiture remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 10, 1885	Mexia	Failure total (double pro rata)		$1 69
Dec. 25, 1885	do	Failure total		1 12
Dec. 15, 18, 22, 25, 1885	Doaksville	Failure to connect		4 28
Dec. 25, 1885	do	Failure total		1 76
do	do	do		1 26
Oct. 9, 1885	Leonard	Mail after leaving office turned over to unsworn carrier.	$1 00	
Nov. 6, 1885	do	Failure on 26 miles		2 89
do	do	Failure on 8½ miles		1 14
Dec. 3. 1885	Cheeseland	Failure to arrive and depart (3 times pro rata).		3 78
Oct. 1 to 10, 1885	do	Failure to perform service		3 54
Oct 3, 1885	Atoka	Failure to arrive		7 90
Oct. 1, 1885	do	Failure to depart		
Nov. 28, 1885	do	Failure of half trip		3 10
Oct. 3, 6; Dec. 5, 8, 12, 21, 1885	do	Failure total (1½ pro rata)		21 24
Dec. 22, 1885	Econtuchka	Failure to arrive and depart		4 65
Nov. 6, 20, 27, 1885	Doaksville	do		28 65
Nov. 7, 21, 1885	Mountain	Failure to arrive		
Nov. 5, 19, 1885	do	Failure to depart		
Oct. 2, 3, 1885	do	Failure total		4 12
Nov. 13, 1885	McAlester	Failure to arrive and depart		5 65
Dec. 5, 1885	Richland	Failure to arrive		4 22
Dec. 7, 1885	do	Failure to depart		
Dec. 4, 1885	Gothland	Failure to arrive		
Dec. 5, 1885	do	Failure to depart		
Dec. 4, 5, 1885	do	Failure round trip		4 44
do	do	Failure total		1 76
Nov. 6; Dec. 21, 28, 1885	Sioux Falls	Failure to arrive		12 55
Nov. 7; Dec. 22, 29, 1885	do	Failure to depart		
Dec. 8, 22, 1885	Madison	Failure to arrive		
Dec. 21, 1885	do	Failure to depart		
Dec. 25, 26, 1885	Six times a week service.	Failure on 30 miles		2 52
Oct. 2, 5, 1885	Custer	Mail kept at contractor's stable over night.		15 00
Oct. 12, 1885	do	Wet mail		
Oct. 1, 6, 8, 13, 15, 17, 20, 22, 27, 29, 31; Nov. 5, 10, 12, 17, 19, 24, 26; Dec. 1, 3, 8, 10, 15, 17, 23, 24, 29, 31, 1885.	do	Failure total		21 28
Dec. 8, 11, 18, 22, 1885	do	Failure to arrive on time		2 50
Nov. 6; Dec. 4, 1885	do	Failure total		6 84
Dec. 8, 1885	Burdette	Failure to arrive and depart (double pro rata.)		3 38
Nov. 13, 14, 1885	La Foon	Failure to arrive		5 55
Nov. 14, 1885	do	Failure to depart		
Dec. 11, 12, 13, 1885	Fort Benton	Failure to arrive		22 76
Dec. 8, 1885	Ubet	do		
do	do	Carrier lost sack of paper mail while goingoff his route to get a passenger. The sack was found by a citizen and brought to the office at Phillipsburgh, Oct. 14, 1885.		5 00
Dec. 9, 1885	Billings	Failure to arrive		11 30
Dec. 8, 1885	Ubet	Failure to depart		
Dec. 8, 12, 1885	Sadie	Failure toarrive and depart		5 98
Oct. 24, 1885	Deer Creek	do		2 85
Nov. 20, 23, 27, 30, 1885	do	Failure round trip		8 72
During fourth quarter, 1885	On the route	Failure 1 trip		15
do	do	do		16
Oct. 20, 1885	do	do		10
Nov. 6, 1885	do	Failure to perform service		64
	do	For carrying mail in rear of wagon, where it becomes covered with mud, and for throwing mail on ground instead of carrying it into the post-office.	250	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886.						
Jan. 22	63076	Kingston to railroad	Mass .	A. B. Lucas	$96 00	$0 15
	63158	Truro to railroad	Mass ..	W. I. Paine	187 00	20
	64005	Centredale to railroad	R. I ...	G. T. Batchelder	128 00	20
	65020	East Haddam to railroad	Conn ..	W. R. Goodspeed	240 00	20
	66138	Deer River to railroad	N. Y ..	W. H. Hamblin	109 00	12
	66242	Hinsdale to railroad	N. Y...	W. S. Forman	95 00	.....
	66258	Irving to railroad	N. Y...	F. Landon	120 00	09
	66266	Java to railroad	N. Y...	A. B. Morse	74 00	.....
	66293	Liverpool to railroad	N. Y...	J. Chillingworth	100 00	08
	66374	North Java to railroad	N. Y...	F. Warren	125 00	.....
	66398	Palisade to railroad	N. Y...	D. L. Garrison	190 00	15
	66418	Pine City to railroad	N. Y...	M. W. Ferguson	70 00	11
	66474	Rossville to railroad	N. Y...	T. P. Hardy, jr	149 00	23
	66476	Rushford to railread	N. Y...	M. Morgan	100 00	.....
	66514	South Avon to raiiroad	N. Y...	W. P. Low	7,825 00	25
	66572	Vischer's Ferry to railroad	N. Y...	J. Cronk	115 00	37
	66696	Perryville to railroad	N. Y...	D. E. Nash	62 50	07
	68121	Pompton to railroad	N. J...	G. W. Kent	168 00	27
	68131	Scotch Plains to railroad	N. J ..	D. L. Allen	187 20	15
	69066	Carbon Centre to railroad	Penn ..	J. Conway	52 00	33
	69145	Florin to railroad	Penn ..	E. Walter	48 00	.....
	69178	Hellam to railroad	Penn ..	D. E. Woodmansee	110 00	.....
	69301	Newberry to railroad	Penn ..	J. L. Ranck	144 00	11
	69306	New Kingston to railroad	Penn ..	G. McElwee	80 00	13
	69363	Prentiss Vale to railroad	Penn ..	W. H. Prentiss	144 00	23
	69485	Weedville to railroad	Penn ..	W. E. Brown	125 00	.....
	69528	Academy to railroad	Penn ..	J. P. Jordan	84 00	13
	69590	Rothsville to railroad	Penn ..	J S. Halacher	94 00	.....
		RAILROAD SERVICE				
	3044	South Braintree to Fall River	Mass ..	Old Colony Rwy	2,766 47	4 41
	21003	Pittsburgh to Bellaire	Ohio ...	Penn. Co.	16,136 22	8 58 25 76
	21006	Cleveland to Wellsville	Ohio ...	....do	20,957 91	16 73 33 47
	22007	New Albany to Indianapolis	Ind	....do.	17,648 83	7 35 24 17
	22009	Richmond to Chicago	Ind	C., St. L. & P. Rwy	21,176 29	15 61 29 00
	26052	Morehead to Halstead	Minn ..	St. P., M. & M. Rwy	1,466 75	.....
	35003	Breckenridge to Hope	Dak ...	....do	5,818 79	.....
	35013	Ripon to Portland	Dak ...	....do	2,405 02	.....
		STAR SERVICE.				
Jan. 23	2195	Morrisville to Worcester	Vt.....	B. W. Beedy	490 00	78
	2229	Barton to South Albany	Vt.....	G. E. Lee	294 00	46
	1272	West Ossipee to Meredith Village.	N. H...	L. Nichols	740 00	1 18
	1272	....do	N. H...	....do	.....	.....
	1176	Franklin to Bristol	N. H...	B. W. Beedy	470 00	.....
	11523	Shady Grove to Chatham	Va.....	L. E. Chappel	466 00	1 49
	11523	....do	Va.....	....do	.....	.....
	18109	Senatobia to Strayhorn	Miss...	J. A. Craft	217 00	69
	18116	Lamar to Ashland	Miss...	J. J. Campbell	490 00	.....
	18142	Sardis to Marks	Miss...	J. A. Craft	690 00	2 21
	18150	Oxford to Pontotoc	Miss...	....do	744 00	2 38
	18161	Tupelo to Pontotoc	Miss...	C. C. Morse	598 00	95
	18153	New Albany to Pontotoc	Miss...	G. W. Snider	321 94	1 03
	18179	Pittsborough to Hopewell	Miss...	J. J. Campbell	187 43	89
	18217	West Point to Walthall	Miss...	C. C. Morse	783 00	2 50
	18218	West Point to Waverly	Miss...	B. H. Trotter	229 00	73
	18258	Yazoo City to Belzona	Miss...	C. C. Morse	1,130 00	3 61
	18258	....do	Miss...	....do	.....	.....
	18258	....do	Miss...	....do	.....	.....
	18258	....do	Miss...	....do	.....	.....
	18286	Brandon to Trenton	Miss...	J. J. Campbell	266 00	1 27
	18290	Forest to Raleigh	Miss...	C. C. Morse	1,133 00	1 80
	18290	....do	Miss...	....do	.....	.....
	18290	....do	Miss...	....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
During fourth quarter, 1885..	On the route.....	Failure 1 connection	.....	$0 15
Nov. 20; Dec. 10, 24, 1885.....	....do	Failure 1 trip each.....	.....	60
Dec. 25, 1885	....do	Failure 1 trip	.....	20
In Dec. 1885.....	....do	.....do	.....	20
Nov. 6, 1885.....	....do	Failure to connect	.....	12
Oct. 10, 1885.....	....do	Failure to perform service....	.....	26
Nov. 18; Dec. 8, 1885.....	....do	Failure to connect	.....	18
Nov. 22 to Dec. 31, 1885.....	....do	No service performed.....	.....	8 04
Nov. 5, 1885.....	....do	Failure 1 trip	.....	08
Nov. 22 to Dec. 31, 1885	....do	No service performed	.....	13 59
During fourth quarter, 1885..	....do	Failure 1 trip.....	.....	15
.....do	....do	.....do	.....	11
Dec. 22, 1885	....do	.....do	.....	23
Nov. 20 to Dec. 31, 1885.....	....do	No service performed.....	.....	11 41
During fourth quarter, 1885..	....do	Failure 1 trip	.....	25
.....do	....do	Failure 4 trips	.....	1 48
Dec. 28, 1885	....do	Failure 1 connection	.....	07
In fourth quarter, 1885	.....	Failure 2 connections	.....	54
Oct. 13; Dec. 11, 1885	On the route	Failure 1 connection each.....	.....	30
Nov. 17, 1885.....	....do	Failure 1 trip	.....	33
Nov. 14, 1885.....	....do	Failure to perform service	.....	13
Oct. 6, 7, 8, 19, 1885	....do	.....do	.....	1 20
Oct. 24, 1885.....	....do	Failure 1 trip.....	.....	11
Dec. 28, 1885	....do	.....do	.....	13
Dec. 11, 1885.....	....do	Failure 1 connection.....	.....	23
Oct. 1 to Dec. 13, 1885.....	....do	Mail carried by assistant postmaster.	.....	25 14
Dec. 16, 17, 31, 1885.....	....do	Failure 1 trip each.....	.....	39
Oct. 13 to Dec. 31, 1885.....	....do	Mail carried by assistant postmaster.	.....	20 43
Oct. 16, 1885	South Braintree...	Failure to arrive.....	.....	2 20
No. 42, Oct. 30, 1885.....	Pittsburgh	Failure to connect	$4 30	.....
No. 1, Dec. 25; No. 3, Oct. 5, 19; Dec. 5, 15, 24, 1885.	Cleveland.....	.....do	50 00	.....
No. 7, July 15, 22; Sept. 17; Oct. 3, 1885.	Indianapolis	.....do	15 00	.....
No. 1, Oct. 14, 15, 21, 23; Nov. 20; Dec. 7, 24, 1885.	Chicago	.....do	54 75	.....
During fourth quarter, 1885	.....	Only 3 times a week service performed.	.....	183 34
.....do	Between Ripon and Hope.	.....do	.....	232 90
.....do	.....	.....do	.....	300 62
Dec. 7, 1885	.....	Failure to perform service on 12 miles both ways.	.....	1 17
Oct. 12, 22, 26, 1885.....	South Albany.....	Failure to arrive on schedule time.	1 00	.....
Nov. 25, 1885.....	West Ossipee.....	Failure to arrive	.....	1 18
Nov. 26, 1885.....	....do	Failure to depart		
Oct. 1 to 4, 1885	.....	Failure to perform service	.....	6 90
Oct. 29, 1885.....	Shady Grove.....	Failure to arrive and depart..	.....	2 23
Nov. 28, 1885.....	Chatham	Failure to connect.....		
Nov. 26, 1885.....	.....	Failure total.....	.....	1 38
July 1, 1884, to Aug. 31, 1885 .	Colbert	Failure to supply one way....	71 57	.....
Nov. 20, 1885.....	Between Marks and The Gums.	Failure on 19 miles both ways.	.....	2 47
Oct. 1, 1885	Pontotoc.....	Wet mail	1 00	.....
Nov. 23, 1885.....	....do	Wet and damaged mail.....	1 00	.....
Nov. 7, 1885	....do	Failure to arrive and depart ..	.....	1 03
Dec. 12, 1885	.....	Failure total.....	.....	1 78
Dec. 25, 1885	Walthall.....	Failure on 22 miles both ways	.....	2 53
During fourth quarter, 1885..	.....	Failure to perform service according to schedule.	5 00	.....
Nov. 19, 26; Dec. 1, 8, 15, 22, 29, 1885.	Yazoo City	Failure to arrive.....		
Nov. 25, 30; Dec. 2, 9, 16, 23, 30, 1885.	....do	Failure to depart	.....	54 15
Nov. 4, 13, 25, 27, 30; Dec. 2, 7, 14, 23, 30, 1885.	Belzona.....	Failure to arrive.....		
Nov. 7, 12, 17, 19, 26, 28, 1885..	....do	Failure to depart		
Oct. 15, 1885.....	.....	Failure total.....	.....	2 54
Oct. 12, 1885.....	Forest	Failure to arrive.....		
Oct. 10, 1885.....	Raleigh.....	.....do	.....	2 70
Oct. 22, 1885.....	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 22	18294	Chunkey's Station to Java	Miss...	E. B. Gibson	$289 00	$1 38
	18296	Newton to Philadelphia	Miss...	J. A. Whitten.....	1,180 00	1 87
	18296	.....do	Miss...	.....do	.....	.....
	18304	Westville to Raleigh	Miss...	J. J. Campbell	393 00	1 88
	18301	.....do	Miss...	.....do	.....	.....
	18314	Natchez to Meadville.....	Miss...	J. D. Emerson	478 68	2 30
	18314	.....do	Miss...	.....do	.....	.....
	18314	.....do	Miss...	.....do	.....	.....
	18314	.....do	Miss...	.....do	.....	.....
	18314	.....do	Miss...	.....do	.....	.....
	18314	.....do	Miss...	.....do	.....	.....
	18325	Williamsburgh to Raleigh.....	Miss...	J. J. Campbell	499 00	2 39
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18328	Williamsburgh to Monticello..	Miss...	J. B. Reid.....	590 00	1 89
	19121	Kingsport to Cloverdale to Jonesborough.	Tenn ..	J. C. Childress	870 17 168 47 701 70	53 1 12
	19166	Rutledge to New Market.....	Tenn ..	W. D. Catching	450 00	71
	19177	Cosby to Gatlinburgh.....	Tenn ..	A. Easley.....	122 98	1 18
	20232	Monticello to Parmleysville....	Ky	J. A. Craft.....	148 00	71
	20273	Caneyville to Brooklyn	Ky ...	.....do	135 66	65
	20279	Bowling Green to Morgantown.	Ky	J. A. Nichols	790 00	1 26
	20279	.....do	Ky	.....do	.....	.....
	20286	Russellville to Haneldsville ...	Ky	J. A. Craft.....	349 00	1 67
	20286	.....do	Ky	.....do	.....	.....
	20315	Morgantown to Beaver Dam...	Ky	J. A. Craft	470 00	75
	20334	Mayfield to Arlington	Ky	.....do	834 00	1 33
	20335	Columbus to Arlington	Ky	.....do	245 00	39
	20341	Booneville to Hazard	Ky	J. Campbell	517 00	1 65
	20345	Viola to Viola.....	Ky	William A. Gillean....	262 83	1 26
	20347	Pineville to Tazewell	Ky	B. F. Moss	349 00	1 11
	20347	.....do	Ky	.....do	.....	.....
	20353	Pittsburgh to Bernstadt.....	Ky	J. A. Craft	164 00	26
	20369	Monticello to Travisville	Ky	.....do	284 00	1 36
	20393	Hardinsburgh to Leitchfield...	Ky	Smith & Beard	324 50	1 56
	20405	Prestonburgh to Canada.....	Ky	J. A. Craft	210 00	2 01
	20445	Prestonburgh to Beaver	Ky	.....do	315 00	1 51
	20472	Irvine to Drip Rock to McKee.	Ky	.....do	183 75	58
	20472	.....do	Ky	.....do	122 50	58
	20478	Williamsburgh to Carpenter...	Ky	G. D. Moore.....	191 99	92

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 30, 1885	.....	Failure total	.....	$2 76
Nov. 7, 1885	On the route	Failure on 23¼ miles	.....	5 54
Dec. 24, 25, 1885	Philadelphia	Failure on 15¼ miles both ways, each date.		
Oct. 1, 1885	Raleigh	Failure to depart	.....	1 88
Oct. 2, 1885	do	Failure to arrive		
Dec. 4, 11, 1885	Natchez	Failure to depart	.....	10 26
Dec. 5, 14, 1885	do	Failure to arrive		
Nov. 13, 1885	Meadville	Failure on 9 miles both ways		
Dec. 4, 11, 1885	do	Failure to arrive		
Dec. 5, 14, 1885	do	Failure to depart		
Nov. 3, 1885	Williamsburgh	Failure on 24 miles both ways.	.....	7 38
Nov. 10, 1885	do	Failure to arrive and depart		
Nov. 9, 1885	Raleigh	Failure to depart		
Nov. 11, 1885	do	Failure to arrive		
During November and December, 1885.	Williamsburgh	Failure to arrive in accordance with the schedule, being late from 1 to 3 hours.	$5 00	.....
.....	.....	A re-examination of the case, dated January 20, 1886, shows the service on the route to be 3 times a week to Clover Bottom (12 miles), and 6 times a week the residue (25 miles), making the value of the half trips 53 cents and $1.12, respectively; therefore modify order of January 20, 1886, so as to deduct	.....	5 08
.....	.....	The deduction ordered January 20, 1886, having been calculated upon the assumption that the length of the route is equal to 18½ miles instead of 15½ miles each way; therefore modify the order of January 20, 1886, so as to deduct	.....	2 63
.....	.....	The deduction ordered January 20, 1886, having been calculated upon the assumption that the route is equal to 25 miles instead of 22 miles each way; therefore modify the order of January 20, 1886, so as to deduct	.....	2 24
Oct. 20; Nov. 7, 1885	.....	Failure on 13 miles both ways.	.....	2 17
Dec. 25, 1885	.....	Failure total	.....	1 30
do	Morgantown	Failure to arrive and depart		1 89
Dec. 24, 1885	do	Failure to connect	.....	
Dec. 25, 1885	Haneldsville	Failure to arrive		1 67
Dec. 26, 1885	do	Failure to depart	.....	
Nov. 26; Dec. 25, 1885	.....	Failure total	.....	3 00
Dec. 25, 1885	.....	do	.....	2 66
Dec. 9, 25, 1885	.....	do	.....	1 56
Dec. 14, 1885	.....	Failure supposed to be between Booneville and Grapevine (52 miles both ways).	.....	2 29
During December, 1885	.....	Carrier from 1 to 3 hours behind time in departing and half-hour late in arriving Dec. 7, 15.	2 00	.....
Oct. 12, 1885	Tazewell	Failure to arrive		1 11
Oct. 13, 1885	do	Failure to depart	.....	
Nov. 26; Dec. 25, 1885	.....	Failure total	.....	1 04
Nov. 7, 1885	.....	Failure on 10 miles both ways.	.....	1 25
Oct. 6; Nov. 6; Dec. 11, 15, 1885	.....	Failure on 9 miles both ways	.....	3 74
Dec. 15, 17, 1885	.....	Failure 1 round trip	.....	4 02
Oct. 30, 31; Nov. 2, 9, 13; Dec. 11, 12, 14, 15, 1885.	.....	Failure half trips	.....	13 59
Oct. 30, 1885	.....	Failure on 6½ miles both ways.		1 29
Dec. 14, 1885	.....	Failure on 8 miles both ways	.....	
Nov. 7, 1885	.....	Failure on 12 miles both ways.	.....	1 00

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 23	20476	Butler to Lenoxburgh	Ky	J. A. Craft	$319 00	$1 02
	28137	Green Castle to Lindusburgh	Mo	R. Ritter	405 29	43
	28144	Avola to Sheldon	Mo	J. A. Craft	93 00	29
	28171	Kansas City to Edgerton	Mo	W. H. Smith	539 41	1 72
	28180	Montgomery to Silex	Mo	R. Ritter	563 00	1 80
	28265	Grant City to Hopkins	Mo	do	723 00	1 15
	28266	Stanberry to Grant City	Mo	W. H. Smith	337 00	1 08
	28274	Graham to Maryville	Mo	H. C. Slavens	490 00	78
	28281	Gill to Rockport	Mo	P. R. Schnebly	175 95	84
	28286	Oregon to Forest City	Mo	S. Stuckey	198 57	07
	28304	Slater to Little Rock	Mo	E. M. Hardin	348 94	55
	28358	Carthage to Golden City	Mo	J. A. Craft	514 50	50
	28358	do	Mo	do		62
	28327	Archie to Burdette	Mo	E. M. Hardin	380 00	60
	28328	Archie to Dayton	Mo	J. A. Craft	311 00	49
	28335	Clinton to Adrian	Mo	do	793 94	1 84
						34
	28357	Sarcoxie to Lockwood	Mo	do	376 00	1 20
	28381	Bolivar to Nevada	Mo	W. F. Hansberger	1,421 24	2 07
						1 23
	28381	do	Mo	do		
	28413	Gravois Mills to Versailles	Mo	J. D. Smith	154 42	49
	28433	California to Versailles	Mo	J. A. Craft	448 50	1 43
	34111	Syracuse to Ashland	Nebr	T. H. B. Dunnegan	653 92	2 09
	34111	do	Nebr	do		
	34181	Moline to Wheatland	Nebr	W. H. Smith	238 00	1 14
	34194	Plum Creek to North Platte	Nebr	Francis & McCurdy	1,300 00	2 98
						1 08
	34197	Orleans to Cedar Bluffs	Nebr	B. W. Beedy	1,223 37	3 91
	34199	Beaver City to Norton	Nebr	W. A. Stoddard	601 36	1 92
	34205	Stockville to Homerville	Nebr	M. A. Thompson	430 00	2 06
	34212	Herman to Herman	Nebr	M. B. Cheney	229 41	73
	34218	Dakota to Decatur	Nebr	do	1,204 64	1 91
	34218	do	Nebr	do		
	34239	Creighton to O'Neill	Nebr	J. H. Ruddell	452 31	2 17
	34235	Ponca to Hartington	Nebr	M. B. Cheney	417 35	2 00
	34235	do	Nebr	do		
	35317	Devil's Lake to Fort Totten	Dak	F. S. Warren	1,600 00	2 19
	35317	do	Dak	do		
	35329	Northville to Ipswich	Dak	B. Magoffin	680 24	3 26
	35329	do	Dak	do		
	35336	Huron to Frankford	Dak	A. A. Call	796 00	3 82
	35336	do	Dak	do		
	35336	do	Dak	do		
	35336	do	Dak	do		
	35349	Saint Thomas to Osnabrock	Dak	do	1,178 64	3 77
	35349	do	Dak	do		
	35410	Mitchell to White Swan	Dak	do	2,468 00	3 93
	35410	do	Dak	do		
	35443	Paul to Hoskins	Dak	do	362 00	3 48
	35443	do	Dak	do		
	35443	do	Dak	do		
	35443	do	Dak	do		
	35445	Millard to Faulkton	Dak	E. Stickle	215 00	1 03
	42117	Corral to Broadford	Idaho	H. A. Lawson	4,076 80	6 50
	42120	Boisé City to Thurman's Mills	Idaho	do	120 00	1 15
	42120	do	Idaho	do		
	42155	Arco to Howe	Idaho	V. H. Pease	954 55	
	42156	Albion to Minidoka	Idaho	A. H. Boomer	3,320 00	4 55
	42156	do	Idaho	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 29, 1885		Mail badly wet	$1 00	
		Failure to supply Loefler on return trips from Dec. 1, 1884, to Dec. 31, 1885, omitting on service required twice a week 2½ miles each round trip.		$30 41
Nov. 10, 12, 14, 1885		Failure to perform trips		1 74
Dec. 9, 10, 1885		Failure to perform service		3 44
Dec. 30, 1885	Between Almy and Silex.	Failure on 13 miles		1 26
Oct. 13, 1885		Mail wet and damaged	2 00	
....do	Grant City	Wet mail	1 00	
Nov. 26, 1885		Failure to perform service		1 56
During fourth quarter, 1885		Failure to comply with schedule.	2 00	
Oct. 4, 11, 18, 25; Nov. 1, 8, 15, 22, 29; Dec. 6, 13, 20, 27, 1885.		Failure to perform 2 round trips		3 64
Dec. 25, 1885		Failure to perform service		1 10
Dec. 9, 1885		....do		2 24
Dec. 25, 1885		....do		
....do		....do		1 20
Nov. 26; Dec. 25, 1885		....do		1 96
Nov. 14, 1885	Altona	Carrier intoxicated	2 00	
Dec. 25, 1885	Between Red Oak and Lockwood.	Failure on 14 miles		1 29
Nov. 26, 1885		Failure round trip		3 69
Dec. 24, 1885		Failure half trip		
Nov. 23, 30; Dec. 7, 9, 1885		Failure to perform service 1½ trips.		5 88
Nov. 26, 1885	Between Latham Store and Versailles.	Failure on 19 miles		1 75
Oct. 28; Dec. 4, 1885	Ashland	Failure to arrive		4 18
Oct. 28; Dec. 5, 1885	....do	Failure to depart		
Dec. 19, 29, 1885	Wheatland	Failure to arrive and depart		2 28
Nov. 6, 1885		Failure on 20 miles 6 times a week.		2 16
....do	Cedar Bluffs	Failure to arrive and depart		3 91
Dec. 25, 1885	Beaver City	....do		1 92
Oct. 30, 1885		Failure on 17 miles each way		1 62
Dec. 19, 24, 26, 29, 31, 1885		Failure to connect		1 82
Oct. 14, 1885	Dakota	Failure to arrive		1 91
Oct. 13, 1885	....do	Failure to depart		
Oct. 9, 10, 1885		Failure total		4 34
Dec. 4, 1885	Hartington	Failure to arrive		2 00
Dec. 5, 1885	....do	Failure to depart		
Nov. 15, 16, 1885	Fort Totten	Failure to arrive		4 38
Nov. 15, 17, 1885	....do	Failure to depart		
Oct. 27; Dec. 18, 1885	Ipswich	Failure to arrive		6 52
Oct. 28; Dec. 19, 1885	....do	Failure to depart		
Dec. 15, 1885	Huron	Failure to arrive		7 64
Dec. 18, 1885	....do	Failure to depart		
Dec. 11, 1885	Frankfort	Failure to arrive		
Dec. 12, 1885	....do	Failure to depart		
Dec. 5, 1885	Osnabrock	Failure to arrive and depart		6 05
Nov. 7, 1885		Failure on 13 miles each way		
Dec. 4, 1885	White Swan	Failure to arrive		3 93
Dec. 5, 1885	....do	Failure to depart		
Dec. 1, 22, 29, 1885	Paul	Failure to arrive		17 40
Nov. 30; Dec. 21, 28, 1885	....do	Failure to depart		
Nov. 30; Dec. 28, 1885	Hoskins	Failure to arrive		
Dec. 1, 29, 1885	....do	Failure to depart		
Nov. 7, 1885		Failure total		2 06
Nov. 1 to Dec. 15, 1885		Failure on 2 miles		15 58
Sept. 14, 1885	Boisé City	Failure to arrive and depart		1 72
....do	Thurman's Mills	Failure to arrive		
		Failure to perform service in accordance with schedule.	2 00	
Oct. 10, 1885		Failure round trip		30 94
Dec. 7, 8, 12, 1885		Failure on 24 miles each way		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886. Jan. 22	72025	Linden to railroad station	Md	E. Birgfeld	$52 00	$0 17
	72028	Middleburgh to railroad station	Md	M. Seabrook	124 00	10
	73072	Mount Crawford to railroad station.	Va	S. Landes	107 99	17
	73073	------do	Va	C. W. Yates	60 00	10
	73015	Cedarville to railroad station	Va	W. N. Naylor	40 00	06
	72054	Woodensburgh to railroad station.	Md	F. R. Haughey	96 00	.....
	73143	New Church to railroad station.	Va	L. Buttingahm	40 00	06
	73145	Temperanceville to railroad-station.	Va	G. G. Guillette	190 00	.....
	73135	Accomack C. H. to railroad station.	Va	F. Waddy	75 00	12
	74003	Benwood to railroad station	W. Va	T. Pelly	144 00	08
	74016	Graham Station to railroad station.	W. Va	J. H. Spencer	50 00	16
	74029	Piney Grove to railroad station	W. Va	E. Hurt	150 00	24
	74037	Sunflower to railroad station	W. Va	J. T. Meadow	120 00	20
	74045	Elsinore to railroad station	W. Va	A. C. Christy	80 00	13
	74046	Frazier's Bottom to railroad station.	W. Va	C. E. Vintoux	145 00	23
	74056	Proctor to railroad station	W. Va	J. W. Monroe	50 00	08
	96016	Cloutiersville to railroad station.	La	C. Gallen	175 00	48
	96034	Lamourie Bridge to railroad station.	La	D. Baker	144 00	20
	103050	Trysie to railroad station	Dak	G. Strandwold	240 00	.....
	96063	Forksville to railroad station	La	G. A. Fenton	234 00	32
	96078	Lucy to railroad station	La	E. Bossier	95 00	13
	96083	Brunette to railroad station	La	A. C. Waddell	140 00	46
	96085	Grand Cote to Louisa	La	W. H. Tyson	95 00	.....
	106036	Palmer to railroad station	Colo	W. A. Hendricks	200 00	28
	106045	Slaghts to railroad station	Colo	J. Bennett	96 00	26
	106052	Wheeler to railroad station	Colo	F. E. Wheeler	200 00	26
	106065	Fruita to railroad station	Colo	E. H. Dunning	180 00	49
	106071	Alicante to railroad station	Colo	G. Bugffehr	120 00	16
	106078	Brown to railroad station	Colo	I. Mears	180 00	25
	66267	Johnsonburgh to railroad stat'n.	N. Y.	A. J. Warren	72 00	.....
		RAILROAD SERVICE.				
	6026	Albany to Moores	N. Y.	D. & H. C. Co	31,953 48	51 04
	6059	Olean to Nunda Junction	N. Y.	L. & P. Rwy	3,006 60	.....
	6059	------do	N. Y.	------do	.....	.....
	6076	Freeville to Auburn	N. Y.	Southern Central Rwy	1,686 91	2 69
	6112	Stewart Junction to Babylon	N. Y.	Long Island C. Rwy	997 50	.....
	6131	Kaaterskill to Junction Kaaterskill.	N. Y.	Kaaterskill Rwy	316 35	.....
	7026	Highlands to Whiting	N. J	P. & R. R. R. Co	2,599 06	415
	7026	------do	N. J	------do	.....	.....
	8041	Pittsburgh to Oil City	Pa	A. Valley R. R	18,255 09	9 72 29 16
		STEAMBOAT SERVICE.				
	3094	Wood's Holl to Nantucket	Mass	J. S. Barney	7,875 00	16 76
	3094	------do	Mass	------do	.....	.....
	3094	------do	Mass	------do	.....	.....
	21147	McConnellsville to Marietta	Ohio	Scott, Wallace & Porter.	3,000 00	4 79
	21147	------do	Ohio	------do	.....	.....
	21148	Zanesville to McConnellsville	Ohio	Martin & Porter	3,500 00	2 80
	21149	Cincinnati to Maysville to Portsmouth.	Ohio	Big S. & P. P. Co	7,163 55	11 44
	21149	------do	Ohio	------do	1,836 45	5 87
	21149	------do	Ohio	------do	.....	.....
	21149	------do	Ohio	------do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of deliquency.	DECISION.	
			Fines.	Deductions.
Dec. 14, 22, 1885	On the route	Failure 1 trip each		$0 34
During fourth quarter, 1885	do	Failure 3 trips		30
do	do	Failure 1 trip		17
do	do	do		10
Nov. 24, 1885	do	do		18
Dec. 1, 2, 3, 4, 5, 6, 1885	do	Failure to perform service		1 57
Nov. 27, 1885	do	Failure 1 trip		06
Nov. 24, 1885		Intrusted mail to person under 16 years of age and not sworn.	$2 50	
Dec. 24, 26, 1885	do	Failure 1 connection each		24
During fourth quarter, 1885	do	Failure 2 trips		16
do	do	Failure 1 trip		16
do	do	Failure 2 trips		48
Nov. 18, 1885	do	Failure 1 trip		20
During fourth quarter, 1885	do	Failure 3 trips		39
do	do	Failure 4 trips		92
do	do	Failure 1 connection		08
do	do	Failure 13 trips		6 24
do	do	Failure 2 trips		40
do	do	Only 3 times a week service performed.		30 00
do	do	Failure 6 trips		1 92
do	do	Failure 2 trips		26
Dec. 27, 1885	do	Failure to connect		92
Nov. 6 to 14, 1885	do	Failure to perform service		2 32
During fourth quarter, 1885	do	Failure 1 trip		28
do	do	Failure 5 trips		1 30
do	do	Failure once		26
Oct. 24, 28; Nov. 5, 1885	do	Failure 1 trip each mail carried by postmaster 47 days		24 46
During fourth quarter, 1885	do	One failure		16
Nov. 28; Dec. 9, 23, 1885	do	Failure to perform service		75
Nov. 20 to Dec. 31, 1885	do	No service performed		8 22
Nov. 28, 1885	Moore's	Failure to arrive and depart		51 04
Oct 1 to 27, 1885	On the route	Failure to perform service		
Oct. 28 to Dec. 31, 1885	Between Angelica and Nunda Junc.	Failure to perform service (30.1 miles).		447 19
July 18, 1885	Freeville	Failure to connect	1 50	
During quarter, 1885	On the route	Failure to perform service one way.		124 68
July 1 to 5, and Sept. 27 to Dec. 31, 1885.	do	Failure to perform service		86 82
Nov. 24, 1885	Highlands	Failure to depart		
During quarter, 1885	Between Branchport and Eatontown.	Failure to perform service (3.87 miles).		61 62
Nov. 22; Dec. 8, 1885	Pittsburgh	Train No. 16 failed to connect.	10 00	
During October, 1885		Thirty trips lost		
During November, 1885		Five trips lost		670 40
During December, 1885		do		
Oct. 10, 1885	Marietta	Failure to depart		
Dec. 18, 1885	do	Failure to depart and arrive		7 18
Oct. 30, 31; Dec. 31, 1885	Zanesville	Failure to arrive and depart once each		8 40
Oct. 17, 1885	Portsmouth	Failure to arrive		
Oct. 15, 1885	do	Failure to depart		28 60
Oct. 9, 1885	Cincinnati	Failure to arrive and depart		
Oct. 16, 1885	do	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. Jan. 23	19109	Hampton to Taylorsville.....	Tenn ..	W. A. Sorrell.....	$690 00	$1 10
	19207	Maynardsville to Jacksborough.	Tenn ..	F. L. Witt.....	294 00	1 41
	19281	Robertsville to Powell Station.	Tenn ..	W. B. Catching.....	215 00	68
		STAR SERVICE.				
Jan. 25	3184	Lenox to Lenox railroad station.	Mass ..	W. F. Costellow	264 44	12
	3303	Leicester to Worcester.....	Mass ..	Knowlton & Jackson..	419 00	.....
	6202	Brooklyn to New Utrecht.....	N. Y...	W. A. Stoddard.....	770 00	83 33
	14104	Walhalla to Walhalla.....	S. C ...	S. D. Castleman.....	296 00	1 42
	14105	Pickens C. H. to Nine Times..	S. C ...	P. G. Thomas.....	134 00	42
	14105	.....do	S. C ..	.....do	.....	.....
	14111	Sunny Dale to Wattacoo.....	S. C ...	William Aiken.....	70 00	67
	14112	Anderson C. H. to Beckersville	S. C ...	E. T. Clemmons	389 00	1 87
	14112	.....do	S. C ...	.....do	.....	.....
	14112	.....do	S. C ...	.....do	.....	.....
	14113	Anderson C. H. to Anderson C. H.	S. C ...	E. T. Casson.....	491 00	1 57
	1413	.....do	S. C ...	.....do	.....	.....
	14116	Williamston to Williamston...	S. C ...	.....do	230 00	73
	14116	.....do	S. C ...	.....do	.....	.....
	14118	Abbeville to Elderton.....	S. C ...	S. D. Castleman	656 00	2 10
	14125	New Market to Elmwood.....	S. C ...	E. T. Clemmons	619 00	1 98
	14125	.....do	S. C ...	.....do	.....	.....
	14133	Greenville C. H. to Greenville C. H.	S. C ...	E. T. Casson.....	190 00	91
	14139	Campobello to Lima.....	S. C ..	S. D. Castleman.....	236 00	1 13
	14142	Wellford to Wellford.....	S. C ...	J. A. De Baed.....	416 00	66
	14142	.....do	S. C ...	.....do	.....	.....
	14144	Cross Anchor to Union.....	S. C ...	A. Easley.....	162 98	78
	14149	Union to Etta Jane	S. C ...	E. T. Clemmons	399 07	1 27
	14149	.....do	S. C ...	.....do	.....	.....
	14156	Edgefield to Poverty Hill.....	S. C....	S. D. Castleman.....	166 00	1 59
	14173	Batesburgh to Chappells	S. C....	.....do	366 00	1 75
	14186	Yorkville to Charlotte	S. C....	.....do	336 00	1 61
	14186	.....do	S. C....	.....do	.....	.....
	14189	Lancaster to Pineville.....	S. C....	.....do	586 00	1 87
	14213	Beaufort to Hilton Head.....	S. C....	J. H. Legare	320 00	1 53
	14213	.....do	S. C....	.....do	.....	.....
	14227	Saint Stephen's Point to Honeyhill.	S. C....	S. D. Castleman.....	426 00	1 36
	14227	.....do	S. C....	.....do	.....	.....
	14254	Single to Rome	S. C....	.....do	306 00	98
	14256	Lake City to Johnsonville	S. C....	.....do	336 00	1 07
	14264	Conway to Little River.....	S. C....	T. Bell	297 00	1 42
	14266	Bucksville to Brook Green	S. C....	S. D. Castleman.....	316 00	1 01
	14267	Port Harrelson to Fair Bluff...	S. C....	E. T. Clemmons.....	1 371 00	2 18
	14268	Ridgeway to Camden	S. C....	S. D. Castleman.....	416 00	2 00
	18330	Waynesborough to Progression	Miss...	P. R. Schnebly	193 00	92
	18337	Summit to Sartinville.....	Miss...	J. J. Campbell	130 00	1 25
	18340	Augusta to Leaksville.....	Miss...	C. A. Bradley	219 00	2 10
	18340	.....do	Miss...	.....do	.....	.....
	18340	.....do	Miss...	.....do	.....	.....
	18340	.....do	Miss...	.....do	.....	.....
	18355	Brandon to Westville.....	Miss...	C. C. Morse	783 00	2 50
	18363	Pearson to Westville	Miss...	.....do	662 79	2 12
	18374	Saltillo to Wallerville.....	Miss...	.....do	439 42	1 40

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit		**$0 37 of the deduction noted in the report for January 20, 1886, it appearing upon a re-examination of the case that the length of the route is 28 miles instead of 30 miles each way, and that the carrier failed over only a total of 24¾ miles each way, thus making the deduction $1.95 instead of $2.32**		
Remit		**30 of the deduction noted in report for January 20, 1886, it appearing upon a re-examination of the case that the length of the route is 35½ miles instead of 31 miles each way, thus making the deduction $2.06 instead of $2.36.**		
Remit		**27 of the deduction noted in report for January 20, 1886, it appearing upon a re-examination of the case that the length of the route is 16 miles instead of 15 miles each way, thus making the deduction $9.42 instead of $9.69.**		
Oct. 18, 25; Nov. 1, 8, 15, 22, 29; Dec. 6, 13, 20, 27, 1885.	Lenox	Eleven Sunday trips lost		$2 75
Nov. 1 to Dec. 24, 1885	Leicester	Failure to arrive on schedule time on first trip,	$2 00	
		The deduction of $1.32 ordered on this route January 19, 1886, having been calculated on an erroneous basis, therefore modify order and deduct.		2 32
Dec. 25, 26, 1885		Failure round trip		2 84
Nov. 7, 1885		do		1 00
	Pickens	Failure on 2 miles both ways.		
do	Wattacoo	Failure on 10 miles both ways.		1 00
Oct. 9, 10, 1885	Anderson C. H	Failure on 18½ miles both ways		4 76
Oct. 2, 13, 1885	Beckersville	Failure to arrive		
Oct. 3, 14, 1885	do	Failure to depart		
Oct. 30, 1885	Anderson C. H	Failure on 12 miles one way		2 04
Nov. 7, 1885	Westminister	Failure to arrive and depart		
do	Williamston	Failure on 4 miles both ways		1 08
Oct. 1, 1885	Brushy Creek	Failure to arrive and depart		
Oct. 2, 3; Nov. 9, 10; Dec. 14, 15, 1885.		Failure on 28 miles one way		9 42
Oct. 12, 1885	New Market	Failure to arrive and depart		2 26
Nov. 7, 1885	Elmwood	Failure on 3 miles both ways		
do		Failure round trip		1 82
Oct. 12, 1885	Lima	Failure on 15½ miles both ways		1 71
Nov. 7, 1885		Failure on 16 miles one way		1 96
Dec. 25, 1885		Failure round trip		
Oct. 12, 1885		Failure round trip		1 56
Nov. 9, 1885	Union	Failure to arrive and depart		2 39
Nov. 16; Dec. 16, 1885	Etta Jane	Failure on 5½ miles both ways.		
Nov. 12, 1885	Poverty Hill	Failure to arrive and depart		1 59
Oct. 19, 29; Dec. 14, 1885	Batesburgh	Failure to connect		2 62
Oct. 30, 31, 1885		Failure round trip		5 06
Nov. 13, 14, 1885	Yorkville	Failure on 17 miles one way		
Dec. 14, 15, 1885	Pineville	Failure on 29¼ miles one way		3 02
Nov. 30, 1885		Failure one round trip	10 00	3 06
Aug. 24, 1885		Pouch and mail lost		
Oct. 5; Dec. 14, 1885	Honeyhill	Failure to arrive		2 72
Oct. 6; Dec. 15, 1885	do	Failure to depart		
Oct. 12, 1885	Single	Failure to arrive and depart		1 00
do	Johnsonville	Failure on 16 miles both ways.		1 39
Oct. 12 to 13, 1885		Failure one round trip		2 84
Oct. 12, 1885	Brook Green	Failure to arrive and depart		1 01
During October, 1885	Port Harrelson	Late arrival every trip	10 00	
Nov. 7, 1885		Failure round trip		4 00
do		Failure total		1 84
do		Failure on 12 miles both ways.		1 36
Nov. 11; Dec. 9, 23, 1885	Leaksville	Failure on 22 miles both ways each.		
Dec. 16, 1885		Failure on 19 miles both ways.		12 01
Dec. 1, 1885		Failure to arrive		
Dec. 2, 1885		Failure to depart		
Oct. 26, 1885		Failure total		5 00
Nov. 27, 1885	Westville	Failure on 16 miles both ways.		1 99
Nov. 7, 1885	Wallerville	do		1 94

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 25	18376	Smith's Mills to Charleston....	Miss...	J. A. Craft	$488 00	$2 43
	18376	.....do	Miss...	.....do	.....	.....
	18376	.....do	Miss...	.....do	.....	.....
	18376	.....do	Miss...	.....do	.....	.....
	18383	Enterprise to Energy.....	Miss...	J. W. Dyess	137 00	65
	18413	Verona to Pontotoc.....	Miss...	G. W. Chambers	161 99	1 55
	18418	Brookhaven to Veto.....	Miss...	E. A. Lagan	297 00	1 42
	18423	Hattirsburgh to Williamsburgh	Miss...	.....do	384 00	1 84
	18437	Martin to Hazlehurst.....	Miss...	.....do	422 44	2 02
	18437	.....do	Miss...	.....do	.....	.....
	19214	Jacksborough to Powell's Station.	Tenn ..	L. Conner	124 00	59
	21302	Marshall to Locust Grove to Marshall.	Ohio...	I. Rhodes	291 18	93
	21258	Metamora to Swanton.....	Ohio...	J. R. Tupper	482 00	76
	21339	Centre Village to Westerville..	Ohio...	.....do	339 00	54
	21340	Ashley to Kingston.....	Ohio...	.....do	515 36	82
	21367	West Lodi to Bellevue.....	Ohio...	.....do	492 00	78
	21367	.....do	Ohio...	.....do	.....	.....
	21374	Ceylon to Norwalk	Ohio...	P. Loomis.....	328 88	52
	21460	Walhonding to Black Creek ...	Ohio...	W. Young	208 50	66
	21470	Ragersville to Baltic	Ohio...	J. Syler.....	230 00	36
	21472	Paola to New Connerstown	Ohio...	C. W. Underwood.....	210 00	67
	21485	Jeromesville to Ashland.....	Ohio...	J. R. Tupper	234 00	37
	21488	Ashland to New London	Ohio...	.....do	424 00	67
	21488	.....do	Ohio...	.....do	.....	.....
	21488	.....do	Ohio...	.....do	.....	.....
	21528	Little Hocking to Cutler	Ohio...	J. Johnston	165 00	52
	21595	Columbiana to Youngstown....	Ohio...	J. Patterson	449 00	71
	21609	Massillon to Koch's	Ohio...	J. R. Tupper	524 00	83
	21648	Wooster to Ashland	Ohio...	C. W. Fox.....	460 00	1 47
	21648	.....do	Ohio...	.....do	.....	.....
	21653	Chardon to Chester Cross-Roads.	Ohio...	C. W. Underwood	244 00	78
	23221	Crab Orchard to Thompsonville.	Ill	H. V. Childress	219 00	70
	26143	Windom to Windom.....	Minn ..	B. W. Beedy	449 00	2 15
	26162	High Forest to Rochester.....	Minn ..	S. P. Wheeler	540 00	86
	26224	Rich Valley to Hastings.....	Minn ..	B. W. Beedy	343 00	1 09
	26209	Wilno to Lake Benton.....	Minn ..	.....do	333 70	1 60
	26209	.....do	Minn ..	.....do	.....	.....
	26253	Willmar to Terrace.....	Minn ..	I. N. Sanborn	641 00	3 08
	26270	Monticello to Big Lake	Minn ..	Z. T. Carpenter	378 00	30
	26270	.....do	Minn ..	.....do	.....	.....
	26286	Royalton to Elm Dale to Upsala.	Minn ..	I. N. Sanborn	434 52 361 50	1 15 35
	26286	.....do	Minn ..	.....do	73 02	.....
	26324	Aitkin to Grand Rapids	Minn ..	J. B. Colegrove	669 00	6 43
	28473	Potosi to Bourbon	Mo	J. B. Smith	460 00	2 21
	28475	Irondale to Belgrade.....	Mo	P. R. Schnebly.....	387 00	61
	28478	Farmington to Saint Genevieve.	Mo	R. Ritter.....	319 00	1 53
	28480	Mine La Motte to railroad.....	Mo	.....do	197 00	15
	28505	Des Arc to Fredericktown	Mo	H. H. Brewington.....	38 00	1 62
	28505	.....do	Mo	.....do	.....	.....
	28505	.....do	Mo	.....do	.....	.....
	28518	Centreville to Annapolis	Mo	G. D. Jackson.....	519 00	82
	28552	Plato to Hartville	Mo	W. S. Prock.....	119 00	1 14

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 5, 9, 12, 16, 19, 23, 26, 30; Nov. 16, 1885.	Smith's Mills	Failure to depart		
Oct. 6, 10, 13, 17, 20, 24, 27, 31; Nov. 17, 1885.	do	Failure to arrive		
Oct. 9, 12, 16, 19, 23, 26, 30; Nov. 20, 1885.	Charleston	do		$38 61
Oct. 13, 17, 20, 24, 27, 31; Nov. 21, 1885.	do	Failure to depart		
Nov. 7, 1885		Failure total		1 30
Nov. 6; Dec. 25, 1885		do		6 20
Nov. 27, 1885		do		2 84
Oct. 27, 1885	Hattiesburgh	Wet mail	$1 00	
Nov. 17, 1885	On the route	Failure total		6 26
Dec. 22, 1885		Failure on 22 miles both way		
		A re-examination of the case dated January 21, 1886, shows that prior to December 24, 1885, the distance was 13⅓ miles, and not 15 miles each way. Therefore modify order of January 21, 1886, so as to deduct.		1 56
Oct. 29; Nov. 7, 1885		Failure on 8 miles both ways		1 80
Dec. 25, 1885		Failure round trip		1 52
Nov. 26, 1885		do		1 08
Dec. 25, 1885		do		1 64
Dec. 11, 1885		Failure on 6 miles both ways		
Dec. 25, 1885		Failure round trip		2 06
Nov. 26; Dec. 25, 1885		Failure round trips		2 08
Dec. 9, 1885		Failure round trip		1 32
Nov. 26; Dec. 25, 1885		Failure round trips		1 44
Nov. 26, 1885		Failure round trip		1 34
Nov. 26; Dec. 25, 1885		Failure round trips		1 48
Nov. 26, 1885	Ashland	Failure to arrive and depart		
Dec. 25, 1885	do	Failure to depart		1 34
do	New London	do		
Dec. 1, 8, 12, 29, 1885		Mail delivered to unauthorized parties.	1 00	
Dec. 25, 1885		Failure round trip		1 42
Nov. 26; Dec. 25, 1885		Failure round trips		3 32
Dec. 25, 1885	Ashland	Failure to arrive		
Dec. 26, 1885	do	Failure to depart		1 47
Dec. 2, 4, 7, 9, 11, 14, 16, 1885	Fullerton	Failure to supply one way	1 36	
Nov. 28, 1885		Failure round trip		1 40
Nov. 6, 7, 1885		Failure to perform service equal to one-half trip each way.		4 30
Nov. 26, 1885		Failure total		1 72
Oct. 22, 24, 27, 29, 31; Nov. 3, 5, 7, 1885.	Rich Valley	Failure to perform service on 3 miles both ways.		3 17
Dec. 1, 1885	Wilno	Failure to depart		
do	Lake Benton	Failure to arrive		1 60
do	Terrace	Failure to arrive and depart		3 08
Nov. 28; Dec. 4, 5, 1885	Monticello	Failure to arrive and depart on 1 trip.		
Nov. 14, 27; Dec. 4, 5, 9, 10, 1885.	Big Lake	do		2 70
Nov. 14, 26; Dec. 5, 1885	Elm Dale	Failure to perform service on 11½ miles.		
Nov. 14; Dec. 5, 1885	Between Elm Dale and Upsala.	Failure to perform service		6 20
Dec. 29, 1885	Aitkin	Failure to depart		3 21
Oct. 3; Nov. 7, 1885		Failure on 6 miles		1 60
Oct. 19; Nov. 6, 1885		Failure half trip		1 22
Oct. 2, 3, 1885		Failure on 25 miles		2 75
Oct. 1 to Dec. 15, 1885		Failure to perform half of service.		20 34
Nov. 10, 11, 1885	Between Jewett and Fredericktown.	Failure on 20 miles		3 52
Dec. 9, 1885	Des Arc	Failure to arrive		
Dec. 11, 1885	do	Failure to depart		
Nov. 6; Dec. 9, 1885		Failure to perform service		3 28
	Sunnyside	Willful refusal to supply	2 50	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 25	25550	Arno to Yellville	Mo	H. W. Hudson, jr.	$746 11	$3 58
	28565	Marionville to Clarksville	Mo	E. J. Melton	2,078 00	6 66
	28565	....do	Mo	....do		
	28626	Rosier to Freeman	Mo	J. A. Craft	482 80	76
	28675	Saint Louis to M. M. S	Mo	R. V. Woodlief	16,996 00	
	28679	Elk Grove to Hardin	Mo	W. N. Gibbs	832 80	44
						1 10
	28679	....do	Mo	do		
	28681	Milan to Princeton	Mo	W. F. Hansberger	627 33	2 00
	28681	....do	Mo	....do		
	28684	Newark to La Belle	Mo	....do	333 00	53
	28700	Stockton to El Dorado Springs	Mo	....do	802 73	1 28
	28814	Barkersville to Osage City	Mo	H. V. Childress	107 00	34
	30115	Amite City to Clinton	La	Z T. Bennett	1,092 11	83
	30115	....do	La	....do		1 82
	30115	....do	La	....do		
	30122	Raceland to Orange City	La	H. C. Birdsall	824 21	40
	30122	....do	La	....do		1 81
	30122	....do	La	....do		
	30122	....do	La	....do		
	31513	Jasper to Hemphill	Tex	B. W. Beedy	458 00	2 20
	31565	Graham to Proffitt	Tex	V. Boreing	478 33	62
						81
	31617	Stephensville to Cranbury	Tex	G. M. Snodgrass	517 00	1 65
	31641	Eastland to Merriman	Tex	V. Boreing	102 75	49
	34250	Platte Centre to Oakdale	Nebr	W. A. Stoddard	870 00	2 78
	34268	O'Neill to Lavinia	Nebr	M. B. Cheney	649 23	2 08
	34268	....do	Nebr	....do		
	34280	O'Connor to Garner	Nebr	W. A. Stoddard	430 00	2 06
	34280	....do	Nebr	....do		
	34280	....do	Nebr	....do		
	34280	....do	Nebr	....do		
	34298	Sidney to Deadwood	Nebr	W. A. Stoddard	13,721 37	14 11
						12 75
	34318	Neligh to Willow Springs	Nebr	H. Tisedale	560 00	5 38
	34322	Stuart to Lomo	Nebr	....do	694 25	1 18
						1 55
	34327	Talmage to Tecumseh	Nebr	W. H. Smith	370 50	1 18
	34344	Fort Niobrara to Valentine	Nebr	J. L. Strabala	447 00	35
	34344	....do	Nebr	....do		
	34352	Valentine to McCann	Nebr	H. C. Slavens	220 00	2 11
	34352	....do	Nebr	....do		
	34352	....do	Nebr	....do		
	34352	....do	Nebr	....do		
	34357	Hartington to Yankton	Nebr	....do	1,099 00	1 74
	34358	Hartington to Creighton	Nebr	A. N. Sanborn	538 00	2 58
	34367	Broken Bow to Lena	Nebr	H. C. Slavens	1,286 17	1 48
						1 13
	34367	....do	Nebr	....do		
	34368	Strohl to Purdum	Nebr	A. N. Sanborn	1,298 04	6 23
	34368	....do	Nebr	....do		
	34379	Eight Mile Grove to Plattsmouth.	Nebr	N. Payne	314 00	50
	34385	Holdrege to Homerville	Nebr	W. N. Gibbs	634 00	2 03
	34385	....do	Nebr	....do		
	34385	....do	Nebr	....do		
	34385	....do	Nebr	....do		
	34410	Stanley to Riverview	Nebr	F. S. Smith	212 00	1 01

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	Stone	Failure to visit from Oct. 1 to Dec. 31, 1885, except Oct. 17, 24, 26; Nov. 28, omitting service on 21 miles.	.....	$6 55
Dec. 29, 1885	Clarksville	Failure to arrive	.....	6 66
Dec. 30, 1885	....do	Failure to depart		
Dec. 9, 1885	.....	Failure to perform service	.....	1 52
Oct. 28, 1885	.....	Failure to deliver mail to railroad train No. 22.	$2 00	.....
Oct. 28; Nov. 6, 1885	2 times a week	Failure on 2 miles	.....	2 11
Oct. 28, 1885	6 times a week	Failure on 20 miles		
Dec. 15, 1885	Between Wintersville and Princeton.	Failure on 21¼ miles	.....	6 34
Dec. 10, 17, 19, 24, 1885	Princeton	Failure to connect		
During October, 1885	.....	Failure to comply with schedule.	2 00	.....
Dec. 25, 1885	.....	Failure to perform service	.....	2 56
Dec. 10, 12, 1885	.....	.....do	.....	1 36
Oct. 12, 1885	Amite City	Failure to arrive and depart ..	.....	4 88
.....do	Greensburgh	Failure to depart		
Nov. 2, 1885	3 times a week	Failure total		
Oct. 27; Nov. 3, 5, 7, 10, 21, 28; Dec. 26, 1885.	Lockport	Failure to arrive	.....	34 39
Oct. 26; Nov. 2, 4, 6, 9, 20, 27; Dec. 25, 1885.	... do	Failure to depart		
Oct. 5, 16, 26; Nov. 2, 4, 6, 9, 20, 27; Dec. 9, 25, 1885.	Orange City	Failure to arrive		
Oct. 6, 17, 27; Nov. 3, 5, 7, 10, 21, 28; Dec. 10, 26, 1885.	....do	Failure to depart		
Oct. 16, 1885	Between Brookland and Jasper.	Failure on 18 miles	.....	2 20
Oct. 20, 1885	Between Belknap and Proffitt.	Failure on 9 miles	.....	1 12
Nov. 30; Dec. 7, 9, 25, 1885	Stephenville	Failure to arrive and depart ..	.....	6 60
Nov. 16, 20, 1885	.....	Failure total	.....	1 96
Dec. 5, 1885	Oakdale	Failure to arrive and depart ..	.....	2 78
Dec. 9, 1885	Lavinia	Failure to arrive	.....	2 08
Dec. 10, 1885	....do	Failure to depart		
Oct. 2, 9, 1885	O'Connor	Failure to arrive	.....	8 24
Oct. 3, 10, 1885	....do	Failure to depart		
Oct. 6, 9, 1885	Garner	Failure to arrive		
Oct. 7, 10, 1885	....do	Failure to depart		
Nov. 6, 7, 1885	Between Fort Robinson and Chadron.	Failure round trip	.....	2 57
Dec. 15, 1885	.....	Failure on 25 miles each way .	.....	3 10
Nov. 6, 1885	.....	Failure on 21 miles each way .	.....	3 10
Oct. 12, 27, 1885	.....	Failure total (1½ pro rata) for Oct. 27.	.....	5 90
Nov. 7, 1885	.....	Failure total	.....	1 40
.....do	.....	Arrivals in the morning from Fort Niobrara late from 15 minutes to 1 hour during Nov. and Dec.	10 00	.....
Oct. 16; Nov. 6, 20, 1885	Valentine	Failure to arrive	.....	13 71
Oct. 15; Nov. 5, 19, 1885	....do	Failure to depart		
.....do	McCann	Failure to arrive		
Oct. 16; Nov. 6, 11, 20, 1885 ...	....do	Failure to depart		
Oct. 9, 10, 1885	.....	Failure total	.....	3 48
Oct. 2; Nov. 10; Dec. 11, 18, 25, 1885.	Hartington	Failure to connect	.....	6 45
Nov. 6, 1885	6 times a week	Failure half trip		
Nov. 6, 7, 1885	3 times a week	Failure round trip	.....	3 74
Nov. 6, 1885	Purdum	Failure to arrive	.....	6 23
Nov. 7, 1885	....do	Failure to depart		
Dec. 25, 1885	.....	Failure total	.....	1 00
Dec. 1, 3, 1885	Holdrege	Failure to arrive	.....	6 09
Dec. 2, 1885	....do	Failure to depart		
.....do	Homerville	Failure to arrive		
Dec. 1, 3, 1885	....do	Failure to depart		
Nov. 17 1885	.....	Failure total	.....	2 02

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886. Jan. 25	95040	Bearden to railroad	Ark	D. W. Fultz	$125 00	$0 17
	97048	Marystown to railroad	Tex	I. A. Jackson	98 00	31
	97050	Moscow to railroad	Tex	J. T. Goodwin	120 00	16
	97073	Tioga to railroad	Tex	D. J. Hiser	114 00	16
	97073	do	Tex	do		
	97088	Leonard to railroad	Tex	I. M. Walsh	96 00	15
	100033	Densmore to railroad	Kans	T. J. Densmore	144 00	40
	100045	Fall Leaf to railroad	Kans	M. L. Meinke	96 00	10
	100133	Summit to railroad	Kans	H. Balliet	120 00	38
	102039	Lowell to railroad	Nebr	J. B. Saddames	169 00	23
	102057	Red Willow to railroad	Nebr	J. F. Helm	96 00	31
	102086	Norris to railroad	Nebr	do	144 00	46
	102092	Vincent to railroad	Nebr	W. S. Crippen	120 00	38
	109001	American Forks to railroad	Utah	L. Higley	335 00	23
	109012	Hoytsville to railroad	Utah	R. Mills	100 00	16
	109024	Richmond to railroad	Utah	N. Lewis	175 00	28
	110005	Market Lake to railroad	Idaho	L. Adams	180 00	50
	112025	Phœnix to railroad	Idaho	T. M. Barr	96 00	15
	112026	Talent to railroad	Oreg	C. D. Cary	150 00	24
	114054	Tehama to railroad	Cal	C. Heider	120 00	16
	114079	Elsinore to railroad	Cal	P. T. Kimball	180 00	29
		STEAMBOAT SERVICE.				
	3100	New Bedford to Edgartown	Mass	E. T. Pierce	2,500 00	
					1,499 04	2 38
	3100	do	Mass	do	1,000 96	2 39
	3100	do	Mass	do		
	3100	do	Mass	do		
	4100	Newport to Wickford Junction	R. I	A. S. Sherman	8,947 56	4 17
	6982	Sag Harbor to New London	N. Y	E. F. Morgan	3,000 00	
	43087	Tacoma to Tacoma via Artondale.	Wash	J. A. Williams	970 00	4 66
	43086	Cosmopolis to Markham	Wash	H. N. Warren	724 00	3 48
		RAILROAD SERVICE.				
	8086	Mount Jewett to Callery	Pa	P. W. Rwy	7 255 97	11 59
	8086	do	Pa	do		
	8086	do	Pa	do		
	8086	do	Pa	do		
	10006	Baltimore to Williamsport	Md	Western Md. Rwy. P. R. P. O. car.	14,015 70 2,165 00	3 45
	10009	Salisbury to Ocean City	Md	W. and P. Rwy	1,327 38	
	11013	Lynchburgh to Bristol	Va	N. and W. Rwy	37,574 85	51 47
	11017	Bermuda to Hundred to Winterpock.	Va	Bright Hope Rwy	978 46	1 56
	14020	Lane's to Georgetown	S. C	G. and L. Rwy	1,675 80	2 67
	21052	Cincinnati to Portsmouth	Ohio	Cin. and E. Rwy	6,833 16	10 91
	21085	New Richmond to Junction to New Richmond.	Ohio	do	626 71	1 00
		STAR SERVICE.				
Jan. 26	435	Matinicus to Rockland	Me	J. A. Craft	419 00	2 69

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 26, 1885	On the route	Failure one trip		$0 17
In fourth quarter, 1885	do	Failure to connect once		31
Nov. 23, 1885	do	Failure 1 trip		48
Oct. 1, 6, 10; Dec. 25, 28, 1885	do	Failure 1 trip each		1 12
Dec. 19, 1885	do	Failure 2 trips		
Oct. 20, 24, 1885	do	Failure to connect		60
In fourth quarter, 1885	do	Failure 2 trips		80
do	do	do		20
do	do	Failure 1 trip		38
Oct. 29, 1885	do	Failure 1 connection		23
In fourth quarter, 1885	do	Failure 1 trip		31
Oct. 15, 1885	do	do		46
In fourth quarter, 1885	do	Failure 11 trips		4 18
do	do	Failure 1 trip		23
Oct. 13; Nov. 9, 16; Dec. 15, 1885.	do	Failure 1 trip each		64
Dec. 13, 1885	do	Failure to connect		28
In fourth quarter, 1885	do	Failure to connect once		1 00
Dec. 19, 1884	do	Failure 1 trip		15
Oct. 24, 29, 1885	do	Failure to perform service		96
Dec. 10, 1885	do	Failure 1 trip		48
In fourth quarter, 1885	do	do		29
Nov. 2, 24, 25; Dec. 26, 1885	New Bedford	Failure to arrive and depart		
Dec. 1, 7, 1885	do	Failure to depart		19 04
Nov. 26; Dec. 26, 1885	Edgartown	Failure to arrive and depart		
Nov. 2, 24, 1885	do	Failure to arrive		
Dec. 26, 1885		Failure 1 trip		8 44
		The deduction of $19.75 ordered Jan. 19, 1886, having been calculated on an erroneous basis, therefore modify order and deduct		33 75
Nov. 5, 1885		Failure round trip		9 32
Oct. 20, 1885		Failure to perform service in steamboat. Performed round trip in row-boat.		4 06
Dec. 9, 14, 1885	Mount Jewett	Failure to depart		
Dec. 5, 1885	Between Mount Jewett and Kane.	Failure one way (13 miles)		
Dec. 7, 1885	Between Foxburgh and Callery.	Failure one way (38.41 miles)		17 03
Dec. 12, 1885	Between Butler and Callery.	Failure one way (13.91 miles)		
Nov. 1, 2, 1885	Between Baltimore and Hagerstown.	Failure to run R. P. O. car one way.		6 90
During fourth quarter, 1885	Between Berlin and Ocean City.	Only two trips a week performed.		57 36
Dec. 7, 13, 16, 18, 1885	Lynchburgh	Failure to connect	$103 00	
Dec. 25, 1885		Failure round trip		3 12
Oct. 13, 1885	Lane's	Failure to connect	15 00	
Dec. 7, 8, 9, 17, 18, 1885	Cincinnati	Train No. 28 failed to connect; for negligence on the part of company's agent in failing to call for and dispatch the mail from Beaver Pond, Ohio, October 13, 14, 1885.	29 25	
Oct. 6; Nov. 6 1885		Failure round trip		4 00
		The deduction of $2.68 ordered January 22, 1886, having been calculated on an erroneous half-trip basis, therefore modify order.		5 38

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan	3308	Pottersville to Somerset	Mass	F. S. Smith	$130 00	$0 20
	5122	Bethany to Westville	Conn	J. F. Gilbert	308 00	49
	5159	Riverton to New Hartford	Conn	I. R. Tinker	223 00	35
	6880	Hague to Ticonderoga	N. Y	W. A. Stoddard	300 00	
	19193	Knoxville to Oliver Springs	Tenn	D. Cawood	1,093 00	1 73
	19193	do	Tenn	do		
	21682	Jefferson to Cortland	Ohio	William Manning	674 00	1 07
	21704	Cleveland mail-messenger service.	Ohio	J. Hartzell	4,990 00	
	25117	Evansville to Edgerton	Wis	E. F. Warren	779 00	1 24
	25117	do	Wis	do		
	25117	do	Wis	do		
	25117	do	Wis	do		
	25117	do	Wis	do		
	25176	Watertown to Lake Mills	Wis	W. C. Elliott	400 00	63
	25176	do	Wis	do		
	25176	do	Wis	do		
	25176	do	Wis	do		
	25213	Keyser to Morrisonville	Wis	J. H. Sanborn	187 00	59
	25221	Baraboo to Kilbourn City	Wis	R. B. Rose	425 00	67
	25226	Richland Centre to Cazenovia	Wis	E. F. Warren	1,066 00	1 69
	25226	do	Wis	do		
	25226	do	Wis	do		
	25226	do	Wis	do		
	25270	Montello to Princeton	Wis	do	467 00	58
	25274	Marquette to Ripon	Wis	H. H. Green	425 00	1 36
	25278	Berlin to Wautoma	Wis	H. D. Baxter	460 00	1 47
	25290	Sheboygan to Kiel	Wis	B. W. Beedy	467 00	1 49
	25297	Two Rivers to Ahnapee	Wis	William Trudell	275 00	43
	25297	do	Wis	do		
	25297	do	Wis	do		
	25297	do	Wis	do		
	25299	Chilton to Fond du Lac	Wis	R. Ritter	523 00	1 67
	25307	Tustin to Pine River	Wis	do	558 00	89
	25309	Wautoma to Plainfield	Wis	H. D. Baxter	680 00	1 08
	25310	Dakota to Coloma Station	Wis	William White	115 00	55
	25350	Green Bay to Two Rivers	Wis	L. J. Reis	350 00	1 12
	25352	Green Bay to Sturgeon Bay	Wis	J. Van Casel	1,090 00	1 73
	25352	do	Wis	do		
	25362	Washington Harbor to Ellison Bay.	Wis	A. H. Sanborn	181 00	1 74
	25467	Weston to Downsville	Wis	J. B. Colegrove	199 00	31
	26345	Two Harbors to Grand Portage	Minn	L. H. Warren	2,054 80	19 75
	26345	do	Minn	do		
	26352	Mountain Lake to Springfield	Minn	S. A. Pond	360 00	1 73
	26352	do	Minn	do		
	26406	Fisher to Neby to Nielsville	Minn	B. W. Beedy	460 42	
	26422	Slettin to Maple Bay	Minn	F. G. Horton	253 00	1 24
	26424	Elbow Lake to Herman	Minn	Z. T. Carpenter	420 00	1 34
	29129	Helena to Red Store	Ark	J. Cross	260 00	1 25
	29140	Pineville to West Plains	Ark	T. I. Hicks	824 00	2 64
	29140	do	Ark	do		
	29140	do	Ark	do		
	29140	do	Ark	do		
	29156	Oil Trough to Newport	Ark	B. Magoffin	400 21	63
	29156	do	Ark	do		
	29209	Fort Smith to Waldron	Ark	V. Boreing	1,697 00	2 70
	29209	do	Ark	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 1 to 11, 1885		Failure to perform service		$3 86
Dec. 25, 1885		do		1 00
Oct. 19, 20, 21, 22, 23, 26, 27, 29, 30; Nov. 2, 3, 4, 10, 12, 13, 14, 16, 17, 21, 23, 25, 24, 27, 1885.	New Hartford	Failure to connect		4 03
		The deduction of $2.82 ordered on this route January 19, 1886, having been calculated on an erroneous basis.		4 32
Oct. 29, 30; Nov. 9; Dec. 5, 9, 10, 14, 1885.	Oliver Springs	Failure to arrive and depart		19 03
Nov. 7, 26, 1885		Failure round trips		
Nov. 27, 28, 1885		Failure on 14 miles both ways		1 00
Dec. 20, 1885		Failure to take mail for Akron and Columbus, Pittsburgh and Cincinnati, and Pittsburgh and Saint Louis Railway Post-offices. Driver forgot it.	$5 00	
Nov. 9, 1885		Failure on 8½ miles		
Dec. 9, 1885	Evansville	Failure to arrive		7 94
Nov. 10; Dec. 10, 1885	do	Failure to depart		
Nov. 11, 13, 14; Dec. 10, 1885	Edgerton	Failure to arrive		
Nov. 10, 13, 14; Dec. 9, 1885	do	Failure to depart		
Dec. 9, 1885	Watertown	do		
Dec. 10, 1885	do	Failure to arrive		1 26
Dec. 9, 1885	Lake Mills	do		
Dec. 10, 1885	do	Failure to depart		
During October, 1885		Failure to comply with schedule.	1 00	
Dec. 9, 1885		Failure to perform service		1 34
Nov. 10, 13, 16, 1885	Richland Centre	Failure to arrive		10 14
Nov. 11, 14, 17, 1885	do	Failure to depart		
Nov. 12, 14, 17, 1885	Cazenovia	Failure to arrive		
Nov. 11, 13, 16, 1885	do	Failure to depart		
		Failure to comply with schedule during September and quarter, 1885.	5 00	
Dec. 9, 1885		Failure half-trip		1 36
Dec. 9, 10, 1885		Failure to perform service		2 94
Dec. 9, 1885		do		2 98
Dec. 9, 10, 1885	Two Rivers	Failure to arrive		1 29
Dec. 10, 11, 1885	do	Failure to depart		
Dec. 9, 1885	Ahnapee	Failure to arrive		
Dec. 10, 1885	do	Failure to depart		
Dec. 9, 10, 1885		Failure to perform service		3 34
Dec. 9, 1885		do		1 78
Dec. 9, 10, 1885		do		2 16
Dec. 9, 1885		do		1 10
Dec. 11, 12, 1885		do		2 24
Dec. 9, 1885	Green Bay	Failure to arrive		1 73
Dec. 10, 1885	do	Failure to depart		
Dec. 2, 1885		Failure to perform service		3 48
Dec. 15, 16, 17, 18, 19, 1885		do		3 10
During fourth quarter, 1885	Two Harbors	Made only 12 arrivals		29 62
do	Grand Portage	Made only 12 arrivals (1½ pro rata).		
Oct. 3; Nov. 7, 1885		Failure on 21 miles both ways		5 96
Dec. 4, 1885		Failure on 8 miles both ways		
Dec. 10, 1885	Neby	Mail delivered by drunken carrier one hour after schedule time.	2 00	
Nov. 4, 1885	Maple Bay	Mail delivered by a carrier under 16 years of age.	1 00	
Oct. 26, 28; Nov. 9, 1885	Elbow Lake	Failure to connect	2 00	
Oct. 3, 7, 10, 1885		Failure total		7 50
Nov. 23; Dec. 23, 1885	Pineville	Failure to arrive		10 56
Nov. 24; Dec. 24, 1885	do	Failure to depart		
Nov. 21, 24, 1885	West Plains	do		
Nov. 23, 25, 1885	do	Failure to arrive		
Oct. 2, 1885	Newport	Failure to connect	1 50	
Dec. 6, 1885	do	Wet mail		
Oct. 24, 1885	Waldron	Failure on 35½ miles both ways		9 82
Nov. 6, 1885		Failure on 35½ miles both ways (double pro rata for Oct. 24).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 26	29215	Danville to Berta	Ark	M. C. Runyan	$121 80	$1 17
	29242	Washington to Allbrook	Ark	V. Boreing	502 17	68
						60
	29260	Texarkana to Rocky Comfort	Ark	B. W. Beedy	1,095 31	1 44
						90
	29269	Monticello to Bastrop	Ark	do	2,245 84	1 90
						3 36
	29269	do	Ark	do		
	29269	do	Ark	do		
	29269	do	Ark	do		
	29300	Clarksville to Chadwick	Ark	do	5,067 78	8 08
	29300	do	Ark	do		
	29314	Dermott to Poplar Bluff	Ark	J. H. Tinsley	426 94	2 05
	29345	Murfreesborough to Amity	Ark	D. P. Bowen	150 00	1 44
	29345	do	Ark	do		
	29356	Bledsoe to Blue's Point	Ark	J. H. Tinsley	100 29	32
	29356	do	Ark	do		
	29359	Mineral Springs to Ultima Thule.	Ark	V. Boreing	988 00	3 16
	29403	Witherspoon to Tulip	Ark	T. I. Hicks	324 00	1 55
	29403	do	Ark	do		
	29403	do	Ark	do		
	29403	do	Ark	do		
	29405	Yellville to Saint Joe	Ark	H. W. Hudson	131 55	1 25
	29405	do	Ark	do		
	29405	do	Ark	do		
	29405	do	Ark	do		
	29428	Macey to Sankland	Ark	J. R. Pigg	120 00	1 15
	29460	Earle to Leno	Ark	G. W. Chambers	76 99	74
	30199	Natchitoches to Montgomery	La	J. W. McCullach	784 00	1 25
	30221	Minden to Ringgold	La	V. Boreing	925 75	38
	30221	do	La	do		
	30221	do	La	do		
	30270	Vidalia to Harrisonburgh	La	do	1,992 00	3 17
	30272	Winnsborough to Harrisonburgh.	La	R. Whetstone	794 00	2 54
	30286	New Orleans mail-messenger service.	La	R. T. Woodlief	3,798 00	
	30292	Shreveport to Red Land	La	V. Boreing	1,680 00	2 67
	31645	South Prairie to Graham	Tex	T. P. James	240 15	1 15
	31677	Comanche to De Leon	Tex	B. W. Beedy	439 00	70
	31687	Mason to Junction City	Tex	G. N. Snodgrass	1,492 00	2 37
	31687	do	Tex	do		
	31693	Whitney to Derden	Tex	W. B. Catching	191 00	91
	31693	do	Tex	do		
	31706	Waxahachie to Auburn	Tex	G. D. Jackson	261 00	83
	31750	Harrold to Mobeetie	Tex	S. P. Wheeler	10,850 40	17 32
	31750	do	Tex	do		
	31758	Paint Rock to Runnels	Tex	C. R. Diver	940 00	1 50
	31762	Henrietta to Graham	Tex	J. B. Colegrove	1,299 00	4 15
	31762	do	Tex	do		
	31816	Wharton to Matagorda	Tex	G. D. Jackson	4,100 00	6 53
	31830	Cleburne to Beulah	Tex	W. F. Hansberger	433 00	1 38
	31840	Marquez to Boggy	Tex	G. D. Jackson	174 00	83
	31880	Fort Worth to Mansfield	Tex	do	660 00	1 05
	31880	do	Tex	do		
	31900	Corsicana to Bragg	Tex	do	117 00	56
	31921	Mineola to Mount Sylvan	Tex	do	660 00	1 05
	31925	Riverside to Mount Hope	Tex	P. R. Schnebly	89 00	85
	31947	Gainesville to Swell's Bend	Tex	G. D. Jackson	235 00	1 12
	31952	Cooper to Pecan	Tex	N. Corbett	130 00	62
	33124	Sabetha to Wetmore	Kans	B. Magoffin	728 00	1 16
	33188	Mankato to Superior	Kans	J. R. Tupper	862 00	1 37
	33188	do	Kans	do		
	33188	do	Kans	do		
	33188	do	Kans	do		
	33188	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deduction.
Oct. 17, 1885	Berta	Failure to arrive and depart		$1 17
Dec. 25, 1885	6 times a week service.	Failure total		1 36
Oct. 12; Dec. 25, 1885	Richmond	Failure to arrive and depart		1 80
Dec. 25, 1885	Hamburg	do		
Nov. 26, 1885	do	do	$5 00	11 98
Dec. 24, 26, 1885	do	do		
Nov. 9; Dec. 25, 28, 1885		Carriers failed to meet to exchange pouches.		
Dec. 12, 1885	Clarksville	Failure to depart	5 00	4 04
During December, 1885		Failure to observe schedule		
Dec. 17, 1885	Poplar Bluff	Failure to arrive and depart		2 05
Oct. 13, 1885	Murfreesborough	Failure to depart		1 44
Oct. 15, 1885		Failure to arrive		
July 2, 7, 1885	Bledsoe	Failure to arrive and depart		1 28
July 2, 9, 1885	Blue's Point	do		
Oct. 1 to Dec. 12, 1885	Between Norwoodville and Paraclifta.	Failure to perform service on 12 miles both ways.		45 22
Dec. 23, 26, 30, 1885	Witherspoon	Failure to arrive		
Dec. 25, 29, 1885	do	Failure to depart		8 52
Dec. 22, 25, 29, 1885	Tulip	Failure to arrive		
Dec. 23, 26, 30, 1885	do	Failure to depart		
Dec. 8, 23, 1885	Yellville	Failure to depart		
Dec. 9, 24, 1885	do	Failure to arrive		8 13
Nov. 4; Dec. 8, 15, 22, 1885	Saint Joe	do		
Nov. 5; Dec. 9, 16, 23, 30, 1885	do	Failure to depart		
Dec. 26, 1885		Failure total		2 30
Jan. 16, 1886		do		1 48
Dec. 14, 1885	Natchitoches	Left part of mail behind	1 25	
Nov. 4, 5, 1885	Minden	Failure to arrive once each day.		
Nov. 5, 6, 1885	do	Failure to depart once each day.		1 90
Nov. 4, 5, 25, 1885	Lanesville	Failure to arrive both times each day.		
Nov. 2, 1885	Vidalia	Failure to arrive and depart		3 17
Dec. 8, 1885	Harrisonburgh	Failure to connect	1 27	
Nov. 17, 1885		Failure to transfer from Montgomery and New Orleans railway post-office to Cheneyville railway post-office.	2 00	
Dec. 8, 12, 29, 1885	Shreveport	Mails badly wet and damaged	10 00	
Oct. 19, 1885		Failure on 8 miles		1 02
Nov. 2, 3, 11, 19, 1885	De Leon	Failure to connect with southbound train.		1 40
Oct. 7, 1885	Junction City	Failure to arrive		2 37
Oct. 8, 1885	do	Failure to depart		
Dec. 25, 1885	Derden	Failure to arrive and depart		
Dec. 4, 1885	Whitney	No evidence of arrival and departure.		1 82
Nov. 26, 1885		Failure total		1 66
Dec. 12, 13, 1885	Mobeetie	Failure to arrive		43 30
Dec. 14, 15, 16, 1885	do	Failure to depart		
Dec. 28, 1885	Paint Rock	Wet mail	1 00	
Oct. 7, 1885	Graham	Failure to arrive		4 15
Oct. 8, 1885	do	Failure to depart		
Dec. 29, 1885	Matagorda	Wet mail	5 00	
Dec. 12, 1885	Benlah	Failure to arrive and depart		1 38
Oct. 6, 9, 13, 1885		Failure total		4 98
Nov. 26, 1885		do		3 15
Dec. 25, 1885	Fort Worth	Failure to arrive and depart		
Nov. 1 to 14, 1885		Failure to perform service		4 45
Dec. 25, 1885		Failure total		2 10
During fourth quarter, 1885		Failure to perform service		22 25
Dec. 1, 1885		Failure total		2 24
Oct. 19, 30, 1885	Pecan	Failure to arrive and depart		1 24
Dec. 29 to 30, 1885		Failure round trip		2 32
Dec. 12, 18, 1885	Mankato	Failure to arrive and depart		
Dec. 30, 1885	do	Failure to arrive		
Dec. 29, 1885	do	Failure to depart		6 85
Dec. 12, 22, 1885	Superior	Failure to arrive		
Dec. 12, 23, 1885	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 26	33203	Russell to Osborne	Kans	A. N. Harris	$689 07	$2 20
	33203	do	Kans	do		
	33203	do	Kans	do		
	33203	do	Kans	do		
	33205	Russell to La Crosse	Kans	J. L. B. Stanton	355 38	1 70
	33205	do	Kans	do		
	33205	do	Kans	do		
	33205	do	Kans	do		
	33226	Norton to Oberlin	Kans	J. D. Emerson	744 00	2 38
	33226	do	Kans	do		
	33227	Norton to Shibboleth	Kans	do	648 00	2 07
	33232	Lenora to Kenneth	Kans	B. Magoffin	580 21	1 85
	33234	Lenora to Oberlin	Kans	G. Kellogg	1,516 96	2 43
	33234	do	Kans	do		
	33239	Buffalo Park to Sloey	Kans	C. C. Morse	146 79	70
	33239	do	Kans	do		
	33247	Oberlin to Colby	Kans	F. M. Lockard	558 30	2 68
	33249	Atwood to Shibboleth	Kans	C. C. Morse	606 67	1 94
	33251	Atwood to Wano	Kans	W. A. Stoddard	720 00	2 30
	33267	Eskridge to Topeka	Kans	M. A. Thompson	582 31	1 86
	33267	do	Kans	do		
	33270	Almo to Topeka	Kans	M. W. James	600 00	1 92
	33272	Louisburgh to Westport	Kans		524 07	1 67
	33290	Junction City to Council Grove	Kans	C. E. Bushnell	408 00	1 96
	33294	Rosebank to Marion	Kans	do	319 60	1 02
	33295	Abilene to Hillsborough	Kans	J. R. Tupper	853 25	2 73
	33295	do	Kans	do		
	33297	Salina to Galva	Kans	C. E. Bushnell	697 35	2 23
	33297	do	Kans	do		
	33297	do	Kans	do		
	33297	do	Kans	do		
	33309	Burlington to Hamilton	Kans	J. R. Tupper	481 00	1 54
	33364	Burden to Wichita	Kans	Cardwell & Duncan	831 05	2 66
	33320	Humboldt to Fredonia	Kans	J. D. Emerson	1,208 14	1 93
	33320	do	Kans	do		
	33381	McPherson to Hutchinson	Kans	W. A. Cardwell	620 54	1 98
	33381	do	Kans	do		
	33381	do	Kans	do		
	33382	McPherson to Hutchinson	Kans	M. A. Thompson	535 00	1 71
	33407	Mona to Pretty Prairie	Kans	B. Magoffin	140 00	67
	33427	Medicine Lodge to Glick	Kans	M. A. Thompson	762 44	1 10 70
	33433	Larned to Alexander	Kans	J. R. Tupper	464 23	2 23
		STEAMBOAT SERVICE.				
	4099	Block Island to Newport	R. I	Conley & Ball	2,995 00	5 46
	4099	do	R. I	do		
	43097	Port Townsend to Semiahmoo, via Sehome.	Wash	Gilmore & Lott	5,202 96	23 58
	43097	do	Wash	do		
	43097	do	Wash	do		
		MAIL-MESSENGER SERVICE.				
	83153	Highland to railroad	Ohio	J. N. Ursell	150 00	24
	83202	Madisonville to railroad	Ohio	J. M. Ring	75 00	08
	83234	Montgomery to railroad	Ohio	L. Smethurst	144 00	23
	83280	Norwich to railroad	Ohio	J. Geyer	75 00	08
	83298	Pisgah to railroad	Ohio	V. Beel	144 00	23
	83497	Centre View to railroad	Ohio	H. White	96 00	15
	83497	do	Ohio	do		
	83525	Parisville to railroad	Ohio	W. R. Jones	119 00	18
	85028	Clermont to railroad	Ind	L. L. Carter	66 00	11
	85039	Cleveland to railroad	Ind	A. D. Murphy	45 00	07
	85063	Edwardsville to railroad	Ind	L. Shirley	72 00	11
	85076	Gem to railroad	Ind	W. N. Ketchen	84 00	09
	85087	Harrodsburgh to railroad	Ind	E. L. Lee	120 00	19
	85108	La Crosse to railroad	Ind	L. Black	150 00	11
	85156	Disko to railroad	Ind	J. E. Figert	88 00	14
	85286	Bretzville to railroad	Ind	J. P. Frick	50 00	08
	85293	Cannelburgh to railroad	Ind	F. A. Dowling	100 00	16

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 25, 1885	Russell	Failure to arrive		
Dec. 26, 1885	do	Failure to depart		
Dec. 10, 26, 1885	Osborne	Failure to arrive	.....	$6 60
Dec. 11, 25, 1885	do	Failure to depart		
Nov. 27, 1885	Russell	Failure to arrive		
Nov. 26, 1885	do	Failure to depart		
Nov. 26; Dec. 21, 1885	La Crosse	Failure to arrive	.....	5 31
Nov. 27, 1885	do	Failure to depart (1¼ pro rata)		
Nov. 6, 1885	Oberlin	Failure to arrive		
Nov. 7, 1885	do	Failure to depart	.....	2 38
do	Shibboleth	Failure to arrive	.....	1 03
Dec. 25 to 26, 1885	.....	Failure total	.....	3 70
Nov. 6, 1885	Oberlin	Failure to arrive		
Nov. 7, 1885	do	Failure to depart	.....	2 43
Oct. 7, 14, 17, 31, 1885	Sloey	Arrived late		
Oct. 3, 1885	do	Arrived without the mail	$2 00	.....
Oct. 5, 8, 12, 1885	.....	Omitted Streator, 12 miles one way.	.....	1 60
Nov. 6, 1885	Shibboleth	Failure to arrive and depart	.....	1 94
Nov. 6, 7, 1885	.....	Failure round trip	.....	4 60
Dec. 11, 1885	Topeka	Failure to arrive		
Dec. 12, 1885	do	Failure to depart	.....	1 86
Nov. 25, 26, 1885	.....	Failure total	.....	3 84
Nov. 6, 7; Dec. 9, 10, 1885	.....	do	.....	6 68
Nov. 3, 1885	Council Grove	Failure to arrive and depart	.....	1 96
Dec. 8, 12, 1885	.....	Failure on 8 miles each way	.....	1 39
Dec. 11, 1885	Hillsborough	Failure to arrive		
Dec. 12, 1885	do	Failure to depart	.....	2 73
Dec. 10, 31, 1885	Salina	Failure to arrive		
Dec. 11, 21, 1885	do	Failure to depart		
Oct. 12, 19, 30; Nov. 30; Dec. 2, 7, 14, 23, 1885.	Galva	Failure to arrive	.....	22 30
Oct. 13, 20, 31; Dec. 1, 3, 8, 15, 24, 1886.	.....	Failure to depart		
Dec. 7 to 8, 1885	.....	Failure total	.....	3 08
Dec. 12, 1885	Wichita	Failure on 20 miles each way	.....	1 80
Dec. 17, 1885	Fredonia	Failure to arrive		
Dec. 18, 1885	do	Failure to depart	.....	1 93
Nov. 28, 1885	McPherson	Failure to arrive		
Nov. 27, 1885	Hutchinson	do	.....	2 97
Nov. 28, 1885	do	Failure to depart		
Nov. 6, 7; Dec. 15 to 16, 1885	.....	Failure total	.....	6 84
Dec. 12, 1885	.....	do	.....	1 34
Dec. 13, 1885	.....	Failure on 16 miles one way (1⅓ pro rata).	.....	2 10
Dec. 12, 1885	Alexander	Failure to arrive and depart	.....	2 23
Nov. 23 to 24; 30 to 31; Dec. 25 to 26, 1885.	Block Island	Failure three half trips		
Nov. 22 to 23; Dec. 25 to 26, 1885.	Newport	Failure two half trips	.....	27 30
Oct. 31, 1885	Port Townsend	Failure to arrive		
Oct. 2; Nov. 7, 20, 27, 1885	Sehome	Failure to connect	.....	70 39
Nov. 14, 1885	On the route	Failure round trip		
In fourth quarter, 1885	do	Failure one trip	.....	24
Nov. 26, 1885	do	do	.....	08
In fourth quarter, 1885	do	do	.....	23
Sept. 16; Oct. 17, 1885	do	Failure two trips	.....	16
Oct. 6; Dec. 26, 1885	do	Failure one trip each	.....	46
Dec 10, 14, 15, 1885	do	do		
Dec. 12, 1885	do	Failure two trips	.....	75
Nov. 20, 1885	do	Failure one connection	.....	18
In fourth quarter, 1885	do	Failure once (2 pro rata)	.....	22
do	do	Failure two trips	.....	14
do	do	do	.....	22
do	do	do	.....	18
Sept 16, 1885	do	Failure one trip (3 pro rata)	.....	57
Dec. 14, 1885	do	Failure one connection	.....	11
Oct. 11, 12, 1885	do	Failure two trips each	.....	56
Oct. 15; Nov. 19, 21, 27, 1885	do	Failure one trip each	.....	32
In fourth quarter, 1885	do	Failure one trip	.....	16

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886.						
Jan. 26	87170	Marietta to railroad	Ill	J. Jackson	$75 00	$0 12
	87240	Turner Park to railroad	Ill	W. Thomas	156 00	25
	87253	Saint Francisville to railroad	Ill	J. Soots	120 00	10
	87253	do	Ill	J. L. Mashino	105 00	08
	87266	Steohrs to railroad	Ill	M. R. Mosher	96 00	15
	87321	Lehnsville to railroad	Ill	M. W. Tucker	90 00	14
	89076	Treeland to railroad	Mich	C. H. Freeland	76 00	12
	89235	Centre Line to railroad	Mich	J. Buechel	75 00	24
	89285	Durand to railroad	Mich	H. O Totten	90 00	06
	90017	Cadotte to railroad	Wis	A. Shultz	150 00	24
	90044	Ella to railroad	Wis	J. D. Marks	75 00	24
	90121	North Hudson to railroad	Wis	H. Murray	175 00	14
	90122	Northport to railroad	Wis	J. M. Brown	175 00	28
	90214	Oconto Falls to railroad	Wis	J. Hana	60 00	19
	90216	Belle Plain to railroad	Wis	F. L. Rouse	148 00	24
	91077	Ottawa to railroad	Minn	R. Lewis	72 00	12
	91135	Kenyon to railroad	Minn	C. Everhart	75 00	12
	92093	Goldfield to railroad	Iowa	G. Melrose	184 00	15
	92101	Harveyville to railroad	Iowa	W. T. Morgan	84 00	13
	92195	Rolfe to railroad	Iowa	J. Hartman	115 00	18
	94127	Cornland to railroad	Mo	A. F. Condra	56 00	16
	94026	Darlington to railroad	Mo	E. E. Bennett	168 00	27
	94045	Henderson to railroad	Mo	J. W. Turner	139 75	19
		RAILROAD SERVICE.				
	11021	Hagerstown to Roanoke	Va	S. Valley Rwy	32,804 64	44 93
	11021	do	Va	R. P. O. cars	5,995 00	8 21
	11021	do	Va	do		
	11021	do	Va	do		
	11021	do	Va	do		
	11021	do	Va	do		
	11021	do	Va	do		
	11023	Richmond to Lynchburgh	Va	R. and A. Ry	12,197 75	
	11027	Clifton Forge to Lynchburgh	Va	do	5,183 35	8 28
	11029	Balcony Falls to Lexington	Va	do	1,021 74	1 63
	11036	Hicksford to Margarettsville	Va	M. Valley Rwy	802 41	1 28
	11034	Claremont to Waverly Station	Va	A. and D. Rwy	790 87	1 26
	11034	do	Va	do		
	12012	Grafton to Philippi	W. Va	G. and G. Rwy	1,026 00	
	13008	Charlotte to Shelby	N. C	C. Central Rwy	3,181 31	5 08
	15003	Atlanta to West Point	Ga	A. and West Point Rwy.	17,254 47	11 81
		Remissions.				23 63
		STAR SERVICE.				
	425	Bethel to Lakeside	Me	J. L. Lane	671 08	1 44
	11155	Brooke to Stafford's Store	Va	J. R. Bryan	378 00	60
	38261	Crested Butte to Glenwood Springs.	Colo	C. R. Diver	10,998 09 3,452 89	15 06 4 73
		STAR SERVICE.				
Jan. 27	5160	West Hartland to New Hartford.	Conn	F. W. Beach	4 29	68
	5209	Tolland to Rockville	Conn	B. W. Beedy	3 27	86
	20173	Prestonburgh to Hindman	Ky	J. A. Craft	2 88	1 38
	20205	East Barnstadt to Booneville	Ky	D. Campbell	885 18	1 41
	20205	do	Ky	do		
	20491	West Liberty to Morehead	Ky	J. A. Craft	824 00	1 31
	20491	do	Ky	do		
	20491	do	Ky	do		
	20491	do	Ky	do		
	20495	Pellville to Hawesville	Ky	F. M. Head	175 00	56
	20501	Salyersville to Relief	Ky	J. A. Craft	170 00	81
	20508	Beattyville to Stanton	Ky	do	296 00	1 42

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 29, 1885	On the route	Failure one trip (2 pro rata)		$0 24
Oct. 1; Nov. 19, 1885	do	Failure one trip each		50
In fourth quarter, 1885	do	Failure three trips		30
do	do	Failure five trips		40
do	do	Failure two trips		30
Dec. 14, 1885	do	Failure one trip		14
Dec. 25, 1885	do	Failure to connect		12
In fourth quarter, 1885	do	Failure one trip		24
Oct. 16, 26; Nov. 16, 1885	do	Failure one trip each		18
Oct. 22, 1885	do	Failure one trip		24
In fourth quarter, 1885	do	do		24
Oct. 24, 1885	do	do		14
Oct. 13, 1885	do	do		28
Dec. 19, 1885	do	Failure to connect		19
Nov. 10, 1885	do	Failure one trip		24
In fourth quarter, 1885	do	Failure to connect once		12
Dec. 10, 1885	do	Failure one trip		12
Dec. 11, 1885	do	do		15
Nov. 22, 1885	do	do		13
Dec. 25, 1885	do	do		18
Dec. 21, 1885	do	do		16
In fourth quarter, 1885	do	Failure to connect once		27
Oct 29, 1885	do	Failure one trip		19
Oct. 30, 31; Nov. 1, 1885	Hagerstown	Failure to arrive		
Oct. 31, 1885		Failure to depart		157 25
Oct. 29, 31, 1885	Roanoke	Failure to arrive		
Oct 30, 31; Nov. 1, 1885	Hagerstown	R. P. O. car failed to arrive		
Oct. 31, 1885	do	R. P. O. car failed to depart		28 73
Oct. 29, 31, 1885	Roanoke	R. P. O. car failed to arrive		
Oct. 30, 1885	do	R. P. O. car failed to depart		
Oct. 31, 1885	Bet. Dover Mines and Lynchburgh.	Failure one way (130.35 miles)		17 27
do	Clifton Forge	Failure to arrive		4 14
Oct. 30, 31, 1885		Failure round trip		6 52
Oct. 2, 7, 8, 9, 10, 12, 14, 21, 26, 31; Nov. 16, 18, 19, 20, 23; Dec. 14, 1885.	Margarettsville	Failure to connect	$10 25	
Oct. 2; Dec. 25, 1885	Claremont	Failure to arrive		
Oct. 2, 3, 17, 19, 23, 28, 30; Nov. 16, 27; Dec. 28, 29, 30, 1885.	do	Failure to deliver the mail on schedule time.	7 50	1 26
Nov. 16, 1885	Grafton	Failure to dispatch the mail	1 00	
Oct. 22, 1885	Shelby	Failure to depart		2 54
No. 51, Oct. 2; No. 53, Oct. 25, 1885.	Atlanta	Failure to connect	12 00	

Remit $0 24 of the deduction noted in report for January 22, 1886, it appearing that the deduction of $2.40 ordered January 22, 1886, was calculated on an erroneous basis.

Remit 0 60 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that the failures of October 21, 30, were only on 4 miles each.

Remit 4 24 of the deduction noted in report for January 20, 1886, it having been shown by review of amount deducted that it should be $501.40 instead of $505.64.

Oct. 3, 6, 8, 9, 17, 19, 20, 21, 30, 31; Nov. 2, 3, 4, 7; Dec. 2, 9, 14, 17, 25, 26, 1885.	New Hartford	Failure to connect		$6 80
Dec. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 23, 24, 25, 26, 28, 31, 1885.	Tolland	Failure to arrive on schedule time.	$2 00	
Dec. 14, 15, 1885		Failure round trip		2 76
Oct. 29; Dec. 14, 1885		Failure on 11 miles, both ways.		2 74
Nov. 7, 1885		Failure on 15 miles, both ways.		
Oct. 28, 29, 1885	West Liberty	Failure to arrive		
Oct. 30, 31, 1885	do	Failure to depart		3 93
Oct. 29, 1885	Morehead	Failure to arrive		
Oct. 30, 1885	do	Failure to depart		
Oct. 20, 1885		Failure total		1 12
Nov. 3, 1885		do		1 62
do		Failure on 19 miles both ways		1 86

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Jan. 27	20510	Woodbine to Dishman	Ky	J. A. Craft	$133 18	$0 64
	20511	Greensburgh to Knob Lick	Ky	C. De Fevers	240 00	76
	20522	Rochester to Beaver Dam	Ky	J. A. Craft	478 00	76
	20572	Pikeville to Clintwood	Ky	C. C. Morse	270 00	2 59
	20572	....do	Ky	....do		
	20575	Columbia to Dunnville	Ky	W. F. Costellow	240 00	1 15
	20576	Vail to Lonesome	Ky	H. V. Childress	158 00	75
						20
	20617	Eddyville to Tennessee Rolling Works.	Ky	H. O. Roop	387 00	61
	24229	Lamont to Coopersville to Allendale.	Mich	E. Rainwood	498 00	79
	24300	Tyre to Cass City	Mich	J. B. Colegrove	278 00	1 33
	24336	Bluffton to Muskegon	Mich	F. J. Smith	274 00	43
	24342	Pentwater to Lincoln	Mich	J. B. Colegrove	638 00	1 01
	24344	Hesperia to White Cloud	Mich	E. F. Warren	547 00	87
	24362	Port Austin to Bay Port	Mich	W. T. Chappel	1,381 82	2 20
	24362	....do	Mich	....do		
	24362	....do	Mich	....do		
	24362	....do	Mich	....do		
	24414	Boyne Falls to Boyne to Charlevoix.	Mich	J. B. Colegrove	502 45	40
					795 55	1 27
	24421	Saint Ignace to Orville	Mich	T. Chambers	473 22	4 54
	24497	Sault de St. Marie to Saint Ignace.	Mich	F. J. Smith	43 70	6 97
	24500	Detour to Scammon	Mich	M. A. Moore	379 99	1 82
	24533	Evergreen to Yeddo	Mich	W. H. Smith	95 00	30
	24540	National Mine to Ishpeming	Mich	W. F. Bingham	167 00	26
	24541	North Muskegon to Muskegon	Mich	P. Bogie	200 00	31
	25387	Maiden Rock to Frontenac	Wis	E. F. Warren	293 00	46
	25387	....do	Wis	....do		
	25387	....do	Wis	....do		
	25402	Menomonee to Meridian	Wis	J. B. Colegrove	351 00	1 12
	25437	La Pointe to Bayfield	Wis	....do	170 00	54
	25449	Green Bay to Kewaunee	Wis	P. M. White	831 11	1 32
	25449	....do	Wis	....do		
	25449	....do	Wis	....do		
	25449	....do	Wis	....do		
	25461	Cameron to Sumner	Wis	H. D. & W. Bartlett	170 83	27
	25503	Merrill to Chat	Wis	J. B. Colegrove	198 00	95
	25514	Willow Creek to Poy Sippi	Wis	E. F. Warren	73 00	70
	26278	Amador to North Branch Station, star service to North Branch.	Minn	I. H. Warner	301 00	76
					237 96	
					63 04	20
	26363	Bird Island to Franklin to Fort Ridgely.	Minn	S. A. Pond	536 00	1 64
					343 06	61
					192 94	
	26363	....do	Minn	....do		
	28476	De Lassus to Stono	Mo	J. D. Smith	100 50	32
	28768	Linn Creek to Eldon	Mo	C. W. Chambers	978 00	1 56
	29199	Boonsborough to Fayetteville	Ark	V. Boreing	517 00	82
	30315	Monroe to Bastrop	La	H. G. Dobson	900 00	1 43

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 7, 1885		Failure on 13 miles both ways		$1 11
Dec. 16, 1885		Failure on 20 miles both ways		1 38
Dec. 25, 1885		Failure total		1 52
Dec. 16, 1885		Failure on 37 miles both ways		5 45
Oct. 1, 1885	Clintwood	Failure to connect		
Dec. 25, 1885	Columbia	Carrier 1 hour late in arriving	$1 00	
Oct. 2, 6, 9, 13, 16, 23, 27, 30; Nov. 3, 6, 10, 13, 17, 20, 24, 27; Dec. 14, 1885.		Failure on 10½ miles both ways		18 13
Dec. 15, 1885	Tennessee Rolling Works.	Over 4 hours late in arriving	$1 00	
Dec. 7, 23, 25, 29, 1885		Failure on 3 miles both ways		1 72
Dec. 7, 1885		Failure on 11 miles both ways		1 54
Nov. 26; Dec. 25, 1885		Failure round trips		1 72
Oct. 3, 10, 19; Nov. 7, 1885	Pentwater	Failure to arrive		2 02
		Office at Alleyton omitted during the whole of the present contract term, a period of two years and six months, distance omitted ¾ of a mile.		64 10
Dec. 7, 1885	Port Austin	Failure to arrive		
Dec. 8, 1885	do	Failure to depart		4 40
Dec. 7, 1885	Bay Port	Failure to arrive		
Dec. 8, 1885	do	Failure to depart		
Nov. 18, 1885	Boyne	Failure to arrive and depart; no service between the offices of Advance and Ironton from November 29 to December 31 inclusive, a distance of 8 miles on six times a week service.		31 30
Nov. 4, 25, 1885	Orville	Failure to arrive		4 54
Oct. 12, 1885		Failure to connect	3 48	
		Service irregular on account storms; failures in December equivalent to 1¼ round trips.		4 55
Dec. 18 to 31, 1885		Failure to perform service		3 61
Nov. 26; Dec. 25, 1885		Failure round trips		1 04
do		Failure to perform service		1 24
Nov. 13; Dec. 5, 1885		do		
Dec. 4, 1885	Frontenac	Failure to depart		2 30
do	Maiden Rock	Failure to arrive		
Dec. 8, 10, 12, 1885	Between Fall City and Meridian.	Failure to perform service on 3½ miles.		1 38
Nov. 10, 12; Dec. 15, 17, 24, 1885.		Failure to perform service		5 40
Dec. 9, 1885	Green Bay	Failure to arrive		
Dec. 10, 1885	do	Failure to depart		2 64
Dec. 9, 1885	Kewaunee	Failure to arrive		
Dec. 10, 1885	do	Failure to depart		
During fourth quarter, 1885		For failure to comply with schedule and for delivery of mail to unauthorized persons.	2 50	
During December, 1885		Failure to comply with schedule.	1 00	
Oct. 15, 22, 29, 1885		Failure to perform service		4 20
Nov. 1 to Dec. 31, 1885	Kost	Failure to supply		6 95
Oct. 1, 3, 6, 8, 10, 12, 1885	Between Franklin and Fort Ridgely.	Failure to perform service one way (9 miles).		
Nov. 4, 1885	do	Failure to perform service both ways on 4 miles (1½ pro rata).		6 31
Oct. 19, 1885	Stono	Mail badly wet	2 00	
Dec. 14, 1885		Failure on 28½ miles		3 01
During November and December, 1885.	Boonsborough	Failure to observe schedule	5 00	
Dec. 2, 1885		Carriers failed to meet for exchange of pouches.	1 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 27	30338	Longwood to Cole's Store	La	J. L. Jones	$51 00	$0 49
	30343	Campti to Weaver	La	J. Elkin	80 00	76
	30344	Grand Marais to Gregg	La	J. J. Campbell	68 00	65
	33443	Dodge City to Tascosa	Kans	J. B. Colegrove	4,035 28	19 39
	33443	do	Kans	do		
	33451	Randolph to Alert	Kans	M. A. Thompson	128 00	61
	33505	Walnut to Uniontown	Kans	W. S. Maxwell	232 30	1 11
	33506	Harper to Cleveland	Kans	do	338 00	1 62
	33541	Washington to Reynolds	Kans	V. Boreing	660 00	2 11
	33561	Anthony to Hazleton	Kans	H. Tisdale	294 05	1 41
	33562	Lodi to Evansville	Kans	do	188 00	90
	33562	do	Kans	do		
Jan. 27	33567	Jetmore to Brown's Grove	Kans	H. Tisdale	390 00	1 87
	33567	do	Kans	do		
	35204	Tower City to Cooperstown	Kans	J. E. Kemp	1,013 76	
	43122	Seattle to Sumner, via Slaughter	Wash	N. H. Warren	991 19	3 79
					104 00	1 94
	43123	Olympia to Astoria	Wash	L. A. Loomis	16,276 42	18 98
	43123	do	Wash	do		
	43146	Walla Walla to Pendleton	Wash	C. C. McCoy	1,610 00	
	43155	Colfax to Lewiston	Wash	H. A. Lawton	1,217 27	
	43169	Oysterville to Astoria	Wash	C. C. McCoy	480 00	4 61
	46106	Santa Rosa to Freestone	Cal	I. B. Camphausen	586 00	93
	46108	Suisun City to Collinsville	Cal	A. H. Tevis	330 00	1 58
	46109	Pacheco to Antioch	Cal	T. S. Moore	1,120 69	1 78
	46109	do	Cal	do		
	46113	Middleton to Kelseyville	Cal	H. G. Gamble	550 00	1 76
	46114	Duncan's Mills to Navarro Ridge	Cal	G. Allman	3,800 00	6 06
	46114	do	Cal	do		
	46114	do	Cal	do		
	46116	Cloverdale to Bartlett Springs	Cal	H. C. Griffin	2,451 49	3 91
	46117	Cloverdale to Hydesville	Cal	do	8,809 70	12 07
	46117	do	Cal	do		
	46121	Cloverdale to Mendocino City	Cal	J. C. Greenwood	3,163 32	5 05
	46121	do	Cal	do		
	46121	do	Cal	do		
	46121	do	Cal	do		
	46122	Ukiah to Covelo	Cal	W. M. Griffith	1,880 00	6 02
	46122	do	Cal	do		
	46131	Smyby's Station to Ferndale	Cal	A. E. Boone	419 00	33½
	46150	Weaverville to Trinity Centre	Cal	W. S. Conway	1,000 00	4 80
	46154	Redding to Weaverville	Cal	J. Culverhouse	3,255 10	4 46
	46160	Truckee to Eureka Mills	Cal	R. B. Thomas	1,786 00	5 71
	46160	do	Cal	do		
	46160	do	Cal	do		
	46160	do	Cal	do		
	46160	do	Cal	do		
	46164	Beckwith to Greenville	Cal	T. Neal	2,596 00	4 14
	46164	do	Cal	do		
	46167	Chico to Newville	Cal	D. Small	1,050 00	3 36
	46174	Cottonwood to Gas Point	Cal	R. B. Thomas	370 66	1 78
	46177	Oroville to Susanville	Cal	V. H. Pease	2,730 00	13 12½
	46177	do	Cal	do		
	46180	Live Oak to Pennington	Cal	do	205 72	66
	46189	Williams to Bartlett Springs	Cal	C. B. Epperson	450 00	2 16
	46191	Venado to Sulphur Creek	Cal	A. H. Tevis	215 00	1 03
	46192	Arbuckle to Colusa	Cal	J. D. Carr	1,340 00	2 14
	46192	do	Cal	do		
	46195	Marysville to Camptonville	Cal	J. Sharp	1,447 00	4 63
	46195	do	Cal	do		
	46200	Wheatland to Smartville	Cal	L. Sherman	675 00	1 07
	46200	do	Cal	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 19, 1885	Cole's Store	Failure to arrive and depart on schedule day.	$1 00	
Oct. 24, 1885	Weaver	Arrived two hours late	2 50	
During fourth quarter, 1885		Failure to perform service		$17 00
Oct. 1 to Dec. 19, 1885	Spring Lake	Failure to supply	15 00	
Oct. 20, 24, 27, 31; Nov. 3, 7, 10, 14, 17, 1885.	Byras	do		
Oct. 6, 13, 20, 27; Nov. 3, 7, 10, 17, 20, 24; Dec. 1, 8, 12, 15, 22, 26, 29, 1885.		Failure on six miles each way (1½ pro rata).		13 32
Dec. 12, 1885	Uniontown	Failure to arrive and depart		1 11
Dec. 14, 15, 1885		Failure total		3 24
Oct. 15, 24, 1885	Washington	Failure to connect		2 11
Dec. 5, 8, 12, 1885		Failure total (1½ pro rata)		12 69
Oct. 6, 13, 20, 27, 1885		Failure total		29 50
Oct. 3, 10, 17, 24, 31; Nov. 3, 7, 10, 14, 17, 21, 24, 28; Dec. 1, 5, 8, 12, 15, 19, 1885.		Failure on 15 miles each way		
Dec. 18, 1885	Jetmore	Failure to arrive		1 87
Dec. 19, 1885	do	Failure to depart		
Nov. 1, 1884, to Oct. 31, 1885	Pickert	Not supplied by contractor		76 80
Dec. 26, 1885	Between Slaughter and Sumner.	Failure round trip, once a week service.		3 88
Dec. 31, 1885	Montesano	Failure to arrive from Oysterville, three times a week service.	15 00	9 8
		For irregularity of arrivals and departures from Montesano and permitting mail to be carried by an unsworn carrier of illegal age.		
Oct. 29, 1885	Weston	Failure to supply	3 00	
During Oct. and Nov., 1885	Ontario	Irregular supply	5 00	
Nov. 30, 1885	Astoria	Failure to arrive		2 50
Nov. 24, 25, 1885	Freestone	Failure to arrive and depart		1 86
Nov. 24, 1885	Suisun City	do		1 58
Nov. 18, 1885	Between Clayton and Antioch.	Failure on 11 miles both ways		5 16
Nov. 24, 25, 1885	do	Failure 22 miles one way		
Dec. 19, 1885		Mail saturated with coal oil	1 00	
Nov. 17, 22, 24, 28; Dec. 24, 1885	Duncan's Mills	Failure to arrive		51 51
Nov. 29; Dec. 25, 1885	do	Failure to depart		
Nov. 17, 22, 24, 29; Dec. 25, 1885	Navarro Ridge	Failure to arrive and depart		23 46
Nov. 18; Dec. 18, 21, 25, 30, 31, 1885.	Bartlett Springs	do		
Dec. 2, 5, 25; Nov. 29, 1885	Cloverdale	Failure to arrive		36 21
Nov. 26; Dec. 25, 1885	Hydeville	do		
Nov. 24, 26, 1885	Cloverdale	do	5 00	12 62
Nov. 24, 1885	do	Failure to depart		
Nov. 16, 25, 1885	Mendocino City	Failure to arrive		
Nov. 25, 1885	Cloverdale	Wet mail		
Nov. 10; Dec. 24, 1885	Covelo	Failure to arrive		12 04
Nov. 11; Dec. 25, 1885	do	Failure to depart		
Nov. 25, 26; Dec. 25, 1885	Ferndale	Failure round trips		2 01
Nov. 1, 1885	Trinity Centre	Failure to arrive		2 40
Dec. 26, 1885	Weaverville	do		2 23
Nov. 30, 1885	Truckee	do		11 42
Nov. 21, 1885	do	Failure to depart		
Nov. 19, 1885	Eureka Mills	Failure to arrive		
Nov. 20, 1885	do	Failure to depart		
Nov. 9, 1885	Beckwith	do		4 14
Nov. 7, 1885	Greenville	do		
Nov. 18, 19; Dec. 25, 26, 1885	Chico	Failure to arrive and depart		6 72
Nov. 18, 1885	Cottonwood	Failure to depart; deferred it until the 19th.	1 00	
Nov. 18, 23, 27, 1885	Susanville	Failure to arrive		32 81
Nov. 19, 24, 1885	do	Failure to depart		
Nov. 25, 1885		Failure to perform trip; deferred it until the 26th.	1 00	
Nov. 24, 25; Dec. 25, 26, 1885	Bartlett Springs	Failure to arrive and depart		4 32
Dec. 25, 26, 1885		Failure round trip		2 06
Nov. 28; Dec. 2, 3, 1885	Colusa	Failure to arrive		4 28
Dec. 3, 1885	do	Failure to depart		
Nov. 19, 26, 1885	Camptonville	Failure to arrive		9 26
Nov. 18, 25, 1885	do	Failure to depart		
Dec. 25, 1885	Wheatland	Failure round trip		2 67
Dec. 21, 1885	Smartville	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Jan. 27	46230	Drytown to Oleta	Cal	A. E. Boone	$717 00	$1 14
	46233	Mokelumne Hill to Angel's Camp	Cal	D. E. Berry	1,070 00	1 70
	46233	do	Cal	do		
	46233	do	Cal	do		
	46233	do	Cal	do		
	46241	Milton to Jenny Lind	Cal	J. Roggis	146 95	23
	46241	do	Cal	do		
	46241	do	Cal	do		
	46242	Milton to Sonora	Cal	J. W. Moore	1,065 00	1 69
	46242	do	Cal	do		
	46244	Copperopolis to Groveland	Cal	V. H. Pease	878 57	2 81
	46252	Modesto to Coulterville	Cal	G. Allman	1,290 00	4 12
	46258	Merced to Central Point	Cal	I. B. Camphausen	299 00	2 87
	46260	Merced to Mariposa	Cal	do	1,639 00	2 61
	46275	Kingsburgh to Kingston	Cal	E. H. Tucker	495 39	79
	46278	Tres Pinos to New Idria	Cal	J. D. Carr	840 00	4 03
	46279	Paicinos to Erie	Cal	W. M. Griffith	790 00	3 79
	46279	do	Cal	do		
	46279	do	Cal	do		
	46286	Santa Cruz to Pascadero	Cal	A. Taft	880 00 586 67	2 82
	46286	do	Cal	do		
	46296	Soledad to Imusdale	Cal	J. C. Payne	1,400 00	6 72
	46300	San Miguel to San Simeon	Cal	William Buckley	1,164 00	3 72
	46301	San Luis Obispo to Cambria	Cal	Brown & Castro	859 00	1 37
	46301	do	Cal	do		
	46301	do	Cal	do		
	46313	Brodie to Lundie	Cal	A. E. Boone	613 00 357 58	1 96
	46313	do	Cal	do	970 58	
	46318	San Buenaventura to Hueneme	Cal	V. H. Pease	875 00	1 20
	46320	San Buenaventura to Nordhoff	Cal	W. S. McKee	312 00	49
	46340	San Luis Obispo to La Panzo	Cal	V. H. Pease	920 00	4 42
	46343	Colusa to Princeton	Cal	E. A. Harrington	400 00 200 00	64
	46343	do	Cal	do		
	46343	do	Cal	do		
	46343	do	Cal	do		
	46343	do	Cal	do		
	46344	Norman to Butte City	Cal	A. Klemmer	600 00	95
	46344	do	Cal	do		
	46351	King's River to Squaw Valley	Cal	V. H. Pease	337 78 168 89	1 62
	46351	do	Cal	do		
	46352	Merced to Coulterville	Cal	G. Allman	843 00	2 70
	46352	do	Cal	do		
	46355	Riverside to Timescal	Cal	V. H. Pease	326 67	
	46364	Coulterville to Big Oak Flat	Cal	do	590 00	1 89
	46369	Trinidad to Crescent City	Cal	J. V. Hicks	2,089 00 1,392 67	6 69
	46369	do	Cal	do		
	46376	Cathay to Indian Gulch	Cal	A. B. Redman	250 00	1 20
	46377	Ford's Springs to Little Stony to Maxwell.	Cal	V. H. Pease	5,583 00 670 01	2 14 53
	46379	Madera to Wawona	Cal	J. Culverhouse	1,733 34	8 32
	46388	Oceanside to Barkham	Cal	J. C. Hayes	1,393 00	2 21
	46393	Coulterville to Bear Valley	Cal	A. H. Boomer	690 00 460 00	2 21
	46419	Santa Rosa to Glen Ellen	Cal	P. McAndrews	400 00	63
	46423	Brooks to Rock	Cal	L. P. Everett	195 00	62
	46423	do	Cal	do	130 00	
	46427	Redding to Baird	Cal	C. M. Kellogg	1,700 00 850 00	2 72
	49430	Duncan's Mills to Guerneville	Cal	A. Schroyer	475 76	76
	46430	do	Cal	do		
	46431	Etiwanda to Ontario	Cal	M. M. Kincaid	550 00	87
	46442	Fisherman's Bay to Monti	Cal	J. H. Cole	150 00	72
	47101	Haines to Juneau	Alaska.	J. H. Voorhees	600 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 24, 25, 1885	Oleta	Failure to arrive and depart		$1 14
Nov. 18, 1885	Between Mokelumne Hill and Angel's Camp.	Failure on 32 miles		8 27
Nov. 24, 1885	do	Failure on 9 miles		
Nov. 19, 1885		Failure total		
Nov. 25, 1885	Mokelumne Hill	Failure to arrive and depart		
Nov. 18, 19, 20; Dec. 25, 31, 1885	Milton	do		1 72
Nov. 18, 19, 1885	Jenny Lind	do		
Dec. 25, 1885	do	Failure to arrive		
Nov. 18, 1885		Failure on 26 miles		2 71
Dec. 31, 1885	Milton	Failure to arrive and depart		
Nov. 18, 19, 1885	Groveland	Failure to arrive and depart		2 81
Nov. 18, 19, 1885	Coulterville	do		4 12
Nov. 21, 22, 1885		Failure entire		5 74
Nov. 19, 1885		do		5 22
Nov. 19, 20, 21, 1885		Failure three entire trips		4 74
In Nov., 1885		Failure one entire trip		8 06
Nov. 18, 19, 25, 26, 1885	Paicinos	Failure to arrive and depart		11 37
Nov. 27, 1885	Erie	Failure to arrive		
Nov. 25, 1885	do	Failure to depart		
Nov. 25, 26, 1885		Failure on 28 miles		4 05
Dec. 25, 26, 1885		do		
Dec. 16, 1885	Imusdale	Failure to arrive		3 36
In Nov., 1885		Failure two entire trips		14 88
Nov. 18, 1885	San Luis Obispo	Failure to arrive and depart		
Nov. 18, 1885	Cambria	Failure to arrive	$1 00	2 05
Nov. 14, 1885	do	Mail late and pouch wet		
Nov. 18, 20, 24, 26, 28, 1885	Lundy	Failure to arrive		11 76
Nov. 18, 19, 21, 23, 25, 27, 30, 1885.	do	Failure to depart		
Nov. and Dec., 1885		Failure on 159½ miles		12 55
Nov. 18, 19, 1885		Failure on 14 miles		91
Nov., 1885		Failure one trip		8 84
Nov. 26, 1885		do		
Dec. 29, 31, 1885	Colusa	Failure to arrive		3 52
Dec. 30, 1885	do	Failure to depart		
Dec. 28, 30, 1885	Princeton	Failure to arrive		
Dec. 29, 31, 1885	do	Failure to depart		
Nov. 25, 26, 30; Dec. 26, 1885	Butte City	Failure to arrive		3 80
Nov. 26; Dec. 1, 26, 28, 1885	do	Failure to depart		
Nov. 25; Dec. 28, 1885	King's River	Failure to arrive and depart		6 48
Nov. 20; Dec. 28, 1885	Squaw Valley	do		
Nov. 20, 1885	Merced	Failure to arrive		2 70
Nov. 21, 1885	do	Failure to depart		
During fourth quarter, 1885	Timescal	Mail late in arriving	2 50	
Nov. 18, 19, 1885		Failure entire trip		3 78
Nov. 5, 1885		Failure on 41 miles both ways		11 78
Nov. 26, 1885	Trinidad	Failure to arrive		
Nov. 1, 8, 1885		Failure entire trip		2 40
Dec. 25, 26, 1885	Bet. Little Stony and Maxwell.	Failure entire round trip		4 28
	Madera	Arrived ahead of time to accommodate a passenger.	4 16	
		Mail carried by a boy under 16 years of age.	5 00	
Nov. 18. 19, 1885		Failure round trip		4 42
Nov. 17, 24, 1885		Failure entire trip		2 52
Nov. 27; Dec. 19, 1885	Brooks	Failure to arrive		2 79
Nov. 27, 1885	Rock	Failure to depart		
Nov. 17, 18, 24, 25, 26; Dec. 23, 25, 28, 1885.		Failure on 3 miles		6 22
Nov. 17; Dec. 22, 1885	Duncan's Mills	Failure to arrive and depart		3 04
Nov. 22; Dec. 23, 1885	Guerneville	do		
Nov. 19, 1885		Mail wet	1 00	
Dec. 23, 26, 1885		Failure two entire trips		2 88
During fourth quarter, 1885		Failure to perform service		150 00

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886. Jan. 27	75005	Camden Court-House to railroad.	N. C...	William Burfort	$48 00	$08
	75068	Fair Bluff to railroad	N. C ...	E. Bass.....	120 00	12
	76038	Acton to railroad.....	S. C....	M. Green	60 00	06
	80063	Arcola to railroad.....	Miss...	B. Brack.....	240 00	66
	82020	Elizaville to railroad.....	Ky ...	C. W. McIntyre	80 00	13
	94121	Sugar Lake to railroad.	Mo	J. P. Cartwright	116 00	16
	94147	Elgin to railroad.....	Mo	H. Meeks.	50 00	16
	94147	.....do	Mo	A. Jarvis.....	50 00	.....
		RAILROAD SERVICE.				
	15012	Macon to Atlanta.....	Ga.....	Ct'l and Banking Company.	17,754 93	8 10 24 32
	15013	Rome to Brunswick	Ga.....	E. T., V. & G. Rwy....	24,160 39	33 09
	15013	.....do	Ga.....	.....do	.....	.....
	15023	Brunswick to Albany	Ga	B. & Western Rwy....	7,782 80	10 66
	15023	.....do	Ga.....	.....do	.....	.....
	15023	.....do	Ga.....	.....do	.....	.....
	15023	.....do	Ga.....	.....do	.....	.....
	15023	.....do	Ga.....	.....do	.....	.....
	15023	.....do	Ga.....	.....do	.....	.....
	15034	Dupont to Gainesville	Ga.....	S. F. & W. Rwy.....	6,730 40	9 21
	15042	Atlanta to Coalburgh.....	Ga.....	Ga. Pacific.....	10,276 82	7 03 14 07
	16001	Fernandina to Cedar Keys ...	Fla	Fla. Rwy. & Nav. Co .	10,324 81	17 29
	16012	Palatka to Gainesville..... ..	Fla	Fla. So. Rwy	2,596 00	4 14
	16016	Jacksonville to Saint Augustine	Fla ..	J., St. A. & H. Rwy ...	2,234 12	3 06
	16016	.....do	Fla ...	..... do	.....	.....
	16016	.....do	Fla ...	..... do	.....	.....
	16016	..... do	Fla	.....do	.....	.....
	21016	Galion to Indianapolis	Ohio ..	C., C., C. & I. Rwy ...	36,816 26	18 10
	21024	Hamilton to Indianapolis	Ohio ...	C., H. & I. Rwy.....	8,109 19	4 85 11 10
	21026	Cincinnati to Dayton	Ohio ...	C., H. & D. Rwy	10,509 66	3 66 14 39
	21033	Columbus to Indianapolis	Ohio ..	I., B. & W. Rwy	17,778 80	10 33 24 35
	21042	Cleveland to Cincinnati	Ohio ...	C., C., C. & I. Rwy	64,623 32	23 83 88 52
		Remissions.				
		STAR SERVICE.				
	11489	Bunker Hill to Wade's	Va....	S. H. McGee	148 00	47
	14118	Abbeville to Elberton	S. C....	S. D. Castleman	656 00	2 10
	42117	Corral to Broadford.....	Idaho..	H. A. Lawton	4,076 80	6 50
		STAR SERVICE.				
Jan. 28.	28137	Greencastle to Lindersville....	Mo ...	R. Ritter.....	405 29	13 1 29

***their pay, and fines and forfeitures remitted*—Continued.**

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 16, 1885	On the route	Failure to connect once		$0 08
Nov. 4, 14; Dec. 24, 1885	do	Failure one trip each		36
Nov. 3; Dec. 5, 1885	do	do		12
Dec. 16, 28, 1885	do	Failure to connect		1 32
Oct. 2; Dec. 8, 1885	do	Failure one trip each		26
Nov. 4, 1885	do	Failure to put mail on train		16
Dec. 5, 1885	do	Failure to perform service		16
Oct. 26, 27, 28, 29, 30, 31; Nov. 2, 3, 4, 5, 6, 7, and Nov. 12 to 23, 1885.	do	do		3 26
No. 51, Oct. 28, 29, 1885; No. 53, Oct. 9, 10, 15, 26; Nov. 1 to 3; Dec. 18, 1885.	Atlanta	Failure to connect	$36 50	
Oct. 11, 1885	Brunswick	Failure to depart		181 99
Oct. 12, 13, 14, 15; Dec. 10, 1885	do	Failure to arrive and depart		
Oct. 1, 12, 13, 14, 1885	do	do		
Oct. 11, 16, 22, 1885	do	Failure to arrive		
Oct. 15, 17, 23, 1885	do	Failure to depart		127 92
Oct. 1, 11, 1885	Albany	Failure to arrive and depart		
Oct. 3, 12, 14, 1885	do	Failure to arrive		
Oct. 4, 13, 15, 1885	do	Failure to depart		
Oct. 2, 3, 13, 16, 19; Nov. 1, 7, 14, 15, 16, 18, 19, 20, 21, 24, 26, 28, 30; Dec. 1, 3, 4, 6, 7, 8, 11, 12, 13, 15, 16, 17, 18, 19, 23, 26, 27, 28, 1885.	Gainesville	Failure to connect	166 00	
No. 53, Oct. 2, 18, 24, 26; Nov. 3, 7, 11, 12, 18, 27, 29; Dec. 2, 3, 5, 9, 17, 18: No. 55, Oct. 2, 9, 19; Dec. 5, 7, 11, 1885.	Atlanta	do	81 00	
Dec. 10, 1885	Cedar Keys	Failure to arrive and depart		17 29
Oct. 29, 1885	Gainesville	Failure to depart		2 07
Sept. 27; Oct. 11, 12, 13, 1885	Jacksonville	Failure to arrive		
Sept. 29, 1885	do	do		16 83
Sept. 30; Oct. 14, 1885	do	Failure to depart		
No. 3, Dec. 2, 4, 5, 8, 30: No. 5, Dec. 6, 27; No. 9, Nov. 14; Dec. 1, 25, 1885.	Indianapolis	Failure to connect	90 50	
No. 6, Oct. 1, 19; Nov. 7, 18, 19; Dec. 11, 14, : Nov. 36, Oct, 5, 20; Nov. 1, 18, 22, 23, 24; Dec. 1, 28, 1885.	do	do	39 00	
No. 1, Oct. 1, 9, 11; Nov. 16, 18; Dec. 5, 6, 7; No. 25, Oct. 8, 9, 14, 30; Nov. 2, 14, 16; Dec. 8, 9, 15, 19, 1885.	Cincinnati	do	35 00	
No. 3, Oct. 27: No. 5, Oct. 21; Nov. 11, 25; Dec. 7, 1885.	Indianapolis	do	26 00	
No. 1, Nov. 2, 9: No. 5, Oct. 4; Nov. 1, 15, 1885.	Cincinnati	do	59 50	

Remit $3 00, the fine noted in report for January 14, 1886, it having been shown by late evidence that the establishment of Lone Grove on this route increased the distance, and by order of January 5, 1886, it having been omitted from the route.

Remit 26 of the deduction noted in report for January 25, 1886, it having been shown by a re-examination of this case that the deduction is excessive to the amount of 26 cents.

Remit 15 58, being the deduction noted in report for January 23, 1886, it having been shown that order extending route two (2) miles to end at Broadford has been modified to take effect December 16, 1885.

		It appearing upon a re-examination of the order of January 23, 1886, that the deduction is insufficient, therefore modify order and deduct		$30 51

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continuesd.				
1886. Jan. 28	28358	Carthage to Golden City.....	Mo	J. A. Craft	$514 50	$57 44
	24543	South Manitou to Glen Arbor..	Mich ..	W. H. Smith	216 00	1 03
	29134	Pocahontas to Ravenden Springs	Ark ...	M. A. Richardson	538 32	83
	29134	.....do	Ark ...	.....	.....	44 .....
	34298	Sidney to Deadwood.....	Nebr ..	W. A. Stoddard	13,721 87	14 11
						14 27
	34368	Strohl to Purdum.....	Nebr ..	A. N. Sanborn	1,364 14	6 55
	46297	Soledad to San Luis Obispo to Santa Barbara.	Cal	C. H. Cotter.....	7,435 87	10 18
		RAILROAD SERVICE.				
	18005	Columbus to York.....	Miss...	Ga. Pacific R. R.....	3,274 64	5 23
	18005	.....do	Miss. ..	.....do	.....	.....
	18011	Greenville to Arcola.....	Miss...	.....do	936 22	.....
	20018	Richmond to Livingston.....	Ky.....	Ky. Central R. R.....	1,565 50	2 50
	20019	Johnston's Junction to Hillsborough.	Ky.....	C. and Southern R. R..	722 47	1 15
	21057	Jeffersonville to Claysville Junction.	Ohio ..	C., C. & H. V. R. R....	1,197 00	1 91
	21057	.....do	Ohio ...	.....do	.....	.....
	20157	.....do	Ohio ...	.....do	.....	.....
	21063	Bellaire, to Zanesville.....	Ohio ...	B., Z. & C. Rwy.....	5,101 76	8 14
	21063	.....do	Ohio ...	.....do	.....	.....
	21065	Delphos to Kokomo.....	Ohio ...	T., C. & St. L. Rwy ...	4,987 28	7 96
	21066	Hillsborough to Sardinia	Ohio ...	C., & Maysville Rwy..	887 81	1 41
	21076	Akron to Mahonington	Pa.....	P., C. & T. Rwy.....	4,607 90	7 36

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	It appearing upon a re-examination of the order of January 23, 1886, that the deduction was made upon the basis of a six times-a-week service over 12 instead of 10 miles, therefore modify order and deduct	.....	$2 38
During fourth quarter, 1885	.....	Failures equivalent to 6 round trips; service irregular on account of storms on lake.	.....	12 36
Nov. 4, 1885.....	Ravenden Springs	Failure to arrive and depart 3 times a weeks.	$2 20	1 00
Nov. 2, 3, 9, 19; Dec. 18, 21, 22, 23, 30, 31, 1885.	Ravenden	Failure to connect with mail train.		
.....	.....	The deduction ordered January 23, 1886, having been calculated upon the assumption that the contractor is performing gratuitous service over a portion of 173 miles, whereas he receives compensation for that distance, therefore modify order and deduct.....	.....	5 44
.....	.....	The deduction ordered January 25, 1886, having been based on the annual pay of $1,298.04, and whereas an order dated January 4, 1886, increased pay $66.10 from May 1, 1885, thus making pay for half trip $6.55, therefore modify order and deduct	.....	6 55
Oct. 29, 1885.....	.....	Mail left ahead of time 10.30 hours to accommodate a passenger.	5 00	.....
Feb. 24; July 7, 8, 9, 10, 1885..	Columbus	Failure to arrive and depart...	.....	57 53
Feb. 24; July 7, 8, 9, 10; Aug. 7, 1885.	York	.....do		
Aug. 4; Nov. 30, 1885	Between Burdette and Arcola.	Failure to perform service (8.39 miles).	.....	115 98
Oct. 22, 23, 1885	.....	Failure half trip.....	.....	5 00
Oct. 5, 1885.....	.....	Failure round trip	.....	2 30
July 1 to Aug. 20, 1885	Between Jeffersonville and West Lancaster.	Failure to perform service....		
Aug. 21, 27; Sept. 1, 9, 10; Nov. 11, 27; Dec. 3, 8, 9, 10, 11, 12, 18, 21, 22, 23, 1885.	.....	Failure round trips	.....	149 56
Aug. 22, 25, 31; Sept. 5, 7, 12, 14, 15, 17, 25; Oct. 5, 6, 22, 24, 27, 28; Nov. 3, 5, 10, 13, 17, 26, 30; Dec. 2, 4, 15, 16, 19, 24, 25, 26, 28, 29, 30, 31, 1885.	.....	Failure half trips.....		
Aug. 10, 1885	Zanesville	Failure to depart	.....	20 35
Aug. 25, 26, 1885.....	....do	Failure to arrive and depart...		
Dec. 10, 25, 1885	Delphos	Failure to arrive	.....	7 96
Oct. 23; Dec. 2, 8, 1885.....	Hillsborough	Failure to arrive and depart..	.....	4 23
....	.....	For failure to provide a messenger to convey the mails between the post-office and depot at Mahonington Pa., December 4, 5, 1884, in consequence of which the mail from the east bound train December 4, 1884, was allowed to lie where dropped from the train (a public road crossing, exposed to depredation and plunder, until picked up and delivered at the post-office by a citizen.	25 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Jan. 28	21081	Delphos to Carey	Ohio	C., D. & St. L. Rwy	$2,419 65	$3 86
	21093	New Galilee to Rogers	Ohio	N. Y., P. & C. Rwy	603 20	96
	23001	Chicago to Milwaukee	Ill	C. & N. W Rwy	17,883 30	24 49
						5 44
	23002	Chicago to Freeport	Ill	do	20,757 69	33 15
						8 28
	23003	Chicago to Union Pacific Transfer.	Ill	do	91,201 46	145 68
						48 56
	27049	Belle Plaine to Muchachinock	Iowa	do	2,688 97	4 29
		Remissions.				
		STAR SERVICE.				
	11128	Round Hill to Winchester	Va	J. D. Goshert	574 00	91
	11344	Cremona to Columbia	Va	L. E. Chapel	169 00	26
	12227	Sistersville to Middlebourne	W. Va	J. D. Smith	296 00	47
		STAR SERVICE..				
Jan. 29	28550	Arno to Yellville	Mo	H. W. Hudson, jr	746 11	3 58
	29429	Newport to Rufus	Ark	J. D. Emerson	116 67	1 12
	29429	do	Ark	do		
	33298	Salina to McPherson	Kans	do	820 00	2 62
	33298	do	Kans	do		
	33298	do	Kans	do		
	45107	Tuscarora to White Rock	Nev	H. A. Lawton	1,122 86	5 39
	45107	do	Nev	do		
	45112	Eureka to Pioche	Nev	H. B. Eastman	10,870 00	34 83
	45127	Galena to Battle Mountain	Nev	H. N. Warren	802 12	2 57
	45127	do	Nev	do		
	45168	Hawthorne to Coryville	Nev	V. H. Pease	1,660 00	2 65
					553 34	
		STEAMBOAT SERVICE.				
	3100	New Bedford to Edgartown	Mass	E. T. Pierce	2,500 00	
					1,631 81	2 59
		RAILROAD SERVICE.				
	22018	Indianapolis to Peoria	Ind	I., B. & W. Rwy	29,505 40	17 68
						14 88
						40 41
	22020	Fort Wayne to Connersville	Ind	Ft. W., C. & L. Rwy	6,275 54	10 02
	22025	Indianapolis to Terre Haute	Ind	I. &. St. L. Rwy	7,707 90	3 69
						10 55

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 21, 1885	Carey	Failure to depart with the mail.		$1 93
Nov. 9, 1885		Negligence on the part of company's messenger at Rogers, Ohio, in failing to dispatch the mail.	$1 00	
No. 10, Nov. 26; Dec. 11, 16, 21; No. 4, Dec. 16, 1885.	Chicago	Failure to connect	13 50	
No. 12, Oct. 17; No. 14, Dec. 9, 1885.	do	do	8 50	
No. 4, Dec. 5, 9, 11, 18, 19; No. 6, Dec. 9, 30, 1885.	do	do	170 00	
Feb. 9, 10, 11, 12, 16, 1885		Failure half trip		21 45

Remit $2 80 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that the failure of October 13, 1885, was on 18½ miles, and on October 30, 31, on 8 miles each.

Remit 52 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that half of the service was performed October 13, 29, 1885.

Remit 7 05 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that the failures to connect at Middlebourne October 2 to December 30, 1885, were occasioned by waiting for the mail at Sistersville.

		It appearing that the deduction ordered January 25 being excessive to the amount of 21 cents, therefore modify order and deduct		$6 34
Oct. 10; Nov. 14, 21, 28; Dec. 28, 1885.	Newport	Failure to arrive and depart		12 32
Oct. 10; Nov. 7, 14, 21, 28; Dec. 28, 1885.	Rufus	do		
Dec. 7, 23, 1885	Salina	Failure to arrive		13 75
Dec. 8, 31, 1885	do	Failure to depart		
Dec. 1, 22, 31, 1885	McPherson	Failure to arrive (1½ pro rata)		
Dec. 1, 3, 1885	White Rock	Failure to arrive		8 08
Dec. 2, 1885	do	Failure to depart		
Nov. 6, 11, 27, 1885		Mail delayed from 20 to 22 hours without sufficient cause.	$15 00	
Oct. 3, 1885	Battle Mountain	Failure to depart	5 00	
Oct. 11, 1885	do	Late arrival		
Dec. 31, 1885	Hawthorne	Failure to arrive and depart		2 65
		The deduction ordered January 24, 1886, having been calculated upon the basis of $2.38 as the price of the half trip, whereas the correct amount is $2.59, therefore modify order and deduct		20 72
No. 2, Oct. 1, 2, 6, 10, 17; Nov. 12, 13, 21, 24; No. 4, Oct. 2, 3, 5, 6, 9, 10, 13, 14, 15, 16, 21, 30; Nov. 5, 8, 10, 11, 12, 13, 15, 16, 18, 19, 21, 24, 25, 27, 28; Dec. 1, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31; No. 6, Nov. 17; Dec. 1, 2, 7, 10, 12, 15, 16, 17, 23, 1885.	Indianapolis	Failure to connect	558 00	
July 7, 28, 1885	Connersville	Failure to depart		10 02
No. 4, Dec. 29; No. 8, Oct. 12, 13; Nov 6; Dec. 18; No. 12, Oct. 10, 15, 16, 23; Nov. 13, 20, 22; Dec. 1, 2, 4, 5, 15, 18, 1885.	Indianapolis	Failure to connect	33 25	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Jan. 29	22035	New Salisbury to Corydon	Ind	L., N. A. & C. Rwy	$358 67	$0 57
	22035	do	Ind	do		
	22036	Switz City to Bedford	Ind	D., S. O. & B. Rwy	1,772 84	2 83
	23006	Sidell to Olney	Ind	D. O. & O. R. Rwy	3,697 45	5 90
	23006	do	Ind	do		
	23006	do	Ind	do		
	23006	do	Ind	do		
	23006	do	Ind	do		
	23006	do	Ind	do		
	23015	Chicago to Davenport	Ill	C., R. I. & P. Rwy	40,194 84	64 20 21 40
	23017	Chicago to East Saint Louis	Ill	C. & Alton Rwy	66,111 50	35 21 90 56
	23048	Terre Haute to Peoria	Ill	Illinois Midland Rwy	7,912 10	12 63
	23055	Decatur to Indianapolis	Ill	I., B. & W. Rwy	10,262 92	14 05 7 56
	23099	Rock Island to Cable	Ill	R. I. & M. Co. Rwy	1,166 22	1 86
	23063	Shumway to Effingham	Ill	W., St. L. & P. Rwy	441 43	70
	23063	do	Ill	do		
	23083	Bates to Grafton	Ill	do	3,505 86	5 60
	27017	Davenport to Leavenworth	Iowa	C., R. I. & P. Rwy	42,814 04	58 64 31 57
		Branch Cameron to Kansas City.	Iowa	do	329 33	45 24
		Remissions.				
		STAR SERVICE.				
	6710	Norwich to De Ruyter	N. Y.	F. J. Smith	888 00	1 44
	11168	Templeman's Cross Roads to Rin sale.	Va.	E. C. Newton	429 00	68
	11243	Luray to New Market	Va.	V. Boreing	348 00	55
		STAR SERVICE.				
Jan. 30	15102	Lafayette to Chattanooga	Ga.	D. T. Hall	840 00	1 34
	15102	do	Ga.	do		
	15103	Cedar Grove to Chattanooga	Ga.	A. Easley	394 98	1 26
	15103	do	Ga.	do		
	15107	Dalton to Dalton	Ga.	S. D. Castleman	288 00	92
	15107	do	Ga.	do		
	15108	Dalton to Spring Place	Ga.	S. Daly	313 00	50
	15108	do	Ga.	do		
	15108	do	Ga.	do		
	15108	do	Ga.	do		
	15109	Tunnell Hill to Dirt Town	Ga.	V. Boreing	533 00	1 70
	15110	Spring Place to Cass Station	Ga.	do	588 46	1 69
	15110	do	Ga.	do		09
	15110	do	Ga.	do		
	15110	do	Ga.	do		
	15110	do	Ga.	do		
	15111	Spring Place to Conasauga	Ga.	G. C. Brassfield	117 00	1 12
	15117	Ellyay to Carter's	Ga.	S. D. Castleman	156 00	75
	15117	do	Ga.	do		
	15119	Dahlonega to Ellyay	Ga.	do	946 00	1 51
	15119	do	Ga.	do		
	15119	do	Ga.	do		
	25292	Manitowoc to Kiel	Wis.	J. H. Sanborn	827 62	2 65
	25292	do	Wis.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 2, Nov. 9, 17, 21, 26; Dec. 10, 12, 15, 19, 24, 28, 1885.	Corydon	Failure to connect	$13 50	
No. 1, Oct. 20, 22, 23, 24, 26, 27, 28, 29, 30; Dec. 4, 1885.		Failure to dispatch the mail		
Nov. 20, 21, 1885	Bedford	Failure to connect	3 00	
Oct. 17; Nov. 9, 1885	Sidell	Failure to arrive		
Dec. 15, 21, 1885	Olney	do		
Dec. 16, 1885	do	Failure to depart		
Oct. 23, 1885	Between Casey and Olney.	Failure one way (41.28 miles)		
Nov. 16, 17, 1885	Between Westfield and Olney.	Failure one way (52.28 miles)	10 00	$27 53
.....	.....	For negligence on the part of company's messenger in failing to call for and dispatch the mail December 24, and and to deliver the same December 24 and 31, 1885.		
Dec. 4, 5, 9, 10, 1885	Chicago	Train No. 2 failed to connect	43 00	
No. 3, Oct 14, 20; Nov. 1, 25; No. 1, Nov. 9; Dec. 14, 1885.	do	Failure to connect	105 50	
Dec. 12, 1885	Terre Haute	Failure to arrive		6 31
No. 4, Oct. 13, 15, 16, 17, 20; Dec. 1, 2, 3, 5, 6, 8, 13, 14, 15; No. 2, Dec. 14, 1885.	Indianapolis	Failure to connect	56 50	
Aug. 24, 25, 1885	Cable	Failure to arrive and depart		3 72
Jan. 21; Feb. 10, 16, 19, 1885	Effingham	Failure to arrive		2 15
Feb. 11, 17, 20	do	Failure to depart		
During fourth quarter, 1885		Only three-times-a-week service performed.		438 23
No. 1, Oct. 12, 16, 17, 22, 23, 24, 28; Nov. 12; No. 5, Oct. 10, 16, 19, 22, 23, 24, 26, 28, 1885.	Kansas City	Failure to connect	2 00	

Remit $0 48 of the deduction noted in report for January 19, 1886, it having been shown by affidavit of subcontractor and certificate of postmaster at Beaver Meadow that the failures of December 9, 10, 1885, were caused by the obstruction of a bridge on the route.

Remit 4 25 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that the failures to connect at Templeman's Cross Roads were caused by ice and high winds.

Remit 80 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that only 4 miles of the trip of October 15, 1885, was lost.

Oct. 1; Nov. 7, 1885	Lafayette	Failure to arrive		$2 01
Oct. 2; Nov. 7, 1885	do	Failure to depart		
Nov. 7, 1885	Cedar Grove	Failure to arrive		1 26
Nov. 9, 1885	do	Failure to depart		
Oct. 29, 1885		Failure on 9 miles both ways		1 00
Nov. 7, 1885		Failure on 1½ miles both ways		
Nov. 9, 1885	Dalton	Failure to arrive and depart		3 03
Dec. 14, 15, 1885	do	Failure on 11½ miles both ways		
Oct. 29, 1885	do	Failure on 12½ miles both ways		
Oct. 28, 1885	Spring Place	Failure to arrive		
Nov. 7, 1885		Failure on 39½ miles both ways		2 95
Nov. 7; Dec. 15, 1885	Spring Place	Failure to arrive		6 08
Dec. 14, 1885	do	Failure to depart		
Nov. 9; Dec. 14, 1885	Cassville	Failure to arrive		
Nov. 10; Dec, 14, 1885	do	Failure to depart		
Dec. 14, 1885	Cass Station	Failure round trip 6 t. a. w. s		
Oct. 29, 1885		Failure both ways on 10½ miles		1 14
Nov. 19, 1885	Ellyay	Failure to arrive and depart		1 61
Nov. 7, 1885	do	Failure on 11 miles both ways		
Oct. 1, 29; Dec. 14, 1885		Failure on 24 miles both ways		
Nov. 7, 1885		Failure on 36½ miles both ways		
Nov. 30: Dec. 9, 10, 11, 14, 15, 25, 28, 31, 1885.		For failure and refusal of carriers to meet on the route, thus losing connection.	$9 00	8 62
Sept. 30, 1885	Kiel	Failure to arrive		2 65
Oct. 1, 1885	do	Failure to depart		

Fines imposed upon contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Halt trip.
		STAR SARVICE—continued.				
1886.						
Jan. 30	27367	Towner to Grimes	Iowa	J. W. Towner	$75 00	$0 36
	27367	do	Iowa	do		
	27367	do	Iowa	do		
	27405	Maquaketa to Canton	Iowa	B. W. Beedy	242 00	1 16
	27405	do	Iowa	do		
	44111	East Portland to Eagle Creek	Oreg	H. A. Lawton	2,095 12	3 34
	44124	Sea Hill to Tillamook	Oreg	A. B. Cotton	1,775 16	8 52
	44141	Crawfordsville to Halsey	Oreg	R. C. Martin	580 00	92
	44141	do	Oreg	do		
	44145	Harrisburgh to Pine	Oreg	H. A. Lawton	161 74	77
	44147	Corvallis to Newport	Oreg	do	2,420 00	7 75
	44159	Gardiner to Florence	Oreg	H. H. Barrett	475 00	1 52
	44159	do	Oreg	do		
	44174	Dora to Myrtle Point	Oreg	H. N. Warren	1,182 00	1 88
	44160	Gardiner to Sulphur Springs	Oreg	J. C. Reed	223 00	1 07
					111 23	
	44160	do	Oreg	do		
	44173	Marshfield to Coquille	Oreg	Fred Jarvis	1,558 82	2 48
	44173	do	Oreg	do		
	44178	Grant's Pass to Crescent City	Oreg	P. McMahon	2,590 32	8 30
	44176	do	Oreg	do		
	44181	Grant's Pass to Galice	Oreg	C. C. McCoy	240 00	2 30
	44190	The Dalles to Wapinitia to Hay Creek to Warm Springs to Bake Oven to Prineville.	Oreg	Wm. H. Ridenbaugh	1,445 20	4 62
					785 43	2 53
					2,073 54	6 64
	44193	Antelope to Lost Valley	Oreg	V. H. Pease	730 00	7 01
	44218	Weatherby to Corner Creek	Oreg	C. M. Kellogg	620 00	
	44226	Ashland to Linkville	Oreg	V. H. Pease	3,320 00	5 30
					1,660 00	
	44226	do	Oreg	do		
	44244	Sam's Valley to Deskins	Oreg	do	420 00	4 03
	44249	Lowell to Hill	Oreg	William H. Walker	300 00	2 88
	44260	Echo to Heppner	Oreg	J. R. Ladd	656 67	3 15
	44262	Summerville to Prairie Creek	Oreg	A. H. Boomer	3,690 00	5 89
	44279	Alkali to Oasis	Oreg	L. D. Sullivan	439 00	2 11
		MAIL-MESSENGER SERVICE.				
	63112	North Uxbridge to railroad	Mass	E. G. Chase	100 00	
	66178	Fairview to railroad	N. Y	C. Caner	98 00	
	66569	Varysburgh to railroad	N. Y	H. C. Orr	96 00	
	66607	West Monroe to railroad	N. Y	C. B. Sweet	70 00	11
	66673	Knightsville to railroad	N. Y	R. McCracan	65 00	
	75044	White Oak to railroad	N. C	G. W. Melvin	25 00	12
	79008	Cedar Bluff to steamboat landing.	Ala	A. H. Bogan	99 00	48
	79045	Round Mountain to steamboat landing.	Ala	G. Brewer	99 00	48
	80025	Lake Washington to steamboat landing.	Miss	F. Whalen	180 00	57
	80028	Marion Station to railroad	Miss	J. R. Bryan	120 00	16
	80028	do	Miss	do		
	81026	Ashwood to railroad	Tenn	C. Williams	70 00	11
	81040	Mount Pleasant to railroad	Tenn	J. W. Hunter	100 00	16
	81064	Walnut Grove to railroad	Tenn	J. M. Stansell	95 00	46
	81081	Tenbroke to railroad	Tenn	William Underwood	72 00	23
	81084	Loretto to railroad	Tenn	M. Meister	50 00	16
	83500	Dillis Bottom to railroad	Ohio	W. V. Brothers	180 00	57
	83505	Murphy to railroad	Ohio	J. Butler, jr	84 00	
	83514	Dry Run to railroad	Ohio	S. Boyer	40 00	13
	83190	Locust Corner to railroad	Ohio	E. W. Townsley	68 00	22
	83471	Sarahsville to railroad	Ohio	N. A. Calland	46 50	07

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 10, 13, 1885	Towner	Failure to arrive		
Nov. 13, 1885	....do	Failure to depart	.....	$1 26
Nov. 10, 13, 1885	Grimes	Failure to arrive and depart		
Dec. 9, 30, 1885	.....	Total failure to perform service (14 pro rata).	.....	5 80
.....	.....	For keeping mail out of a post-office over night Oct. 12, 29, subjecting same to possible depredation.	$1 00	.....
Dec. 15, 16, 1885	East Portland	Failure to arrive and depart	6 68	.....
Nov. 19-20, 26-27, 1885	Tillamook	Failure to arrive and depart	.....	17 04
Nov, 4, 1885	Crawfordsville	Mail wet		
Nov. 21, 1885	....do	Mail damp	1 00	.....
Nov. 6, 1885	Pine	No service; carrier forgot to carry it; trip made next day.	1 00	.....
Dec. 19, 1885	Newport	Failure to arrive	.....	3 87
Nov. 23, 1885	Gardiner	.....do	.....	2 79
Nov. 24-25, 1885	....do	Failure on 26 miles both ways.		
Dec. 10, 1885	.....	Failure on 13 miles both ways	.....	2 87
During Dec., 1885	.....	Failure round trip	.....	2 57
Nov. 21, 1885	.....	Failure on 5 miles both ways		
Dec. 8, 1885	Marshfield	Failure to arrive and depart	.....	4 96
Dec. 10, 1885	Coquille	.....do		
Nov. 5, 1885	Crescent City	Failure to arrive		
Oct. 9, 1885	Waldo	Mail lock-sack wet, muddy, and in very bad condition.	10 00	4 15
Dec. 26, 1885	.....	Failure entire trip	.....	4 60
Dec. 15-16, 1885	Wapinitia	Failure to arrive and depart	.....	4 62
Dec. 2, 1885	Lost Valley	Failure to arrive	.....	3 50
During Dec., 1885	Corner Creek	Delayed arrivals	2 00	.....
Dec. 24-28, 1885	.....	Failure entire trip		
Dec. 10, 20, 24, 26, 1885	Linkville	Mail wet and valuable books damaged.	25 00	10 60
Dec. 6-7, 1885	.....	Failure on 24 miles both ways	.....	4 60
Dec. 23-24, 30-31, 1885	.....	Failure entire trip	.....	11 52
Nov. 19, 1885	Acton	Failure to supply	1 60	.....
Nov. and Dec., 1885	Prairie Creek	Delayed arrivals	10 00	.....
.....	.....	Mail carried in same conveyance that carried the mail on route No. 44199, Pendleton to Alkali, one way from July 1, to Oct. 15, a loss of 11 miles per round trip, and both ways from Oct. 16 to Dec. 15, a loss of 22 miles per round trip.	.....	100 16
Oct. 1 to 5, 1885	On the route	Service performed by a clerk in the post-office.	.....	1 36
Nov. 21 to Dec 31, 1885	....do	No service performed	.....	10 92
Nov 21 to Dec. 31, 1885	....do	.....do	.....	10 70
In fourth quarter, 1885	....do	Failure 2 trips	.....	22
Nov. 15 to Dec. 31, 1885	....do	No service performed	.....	8 31
In fourth quarter, 1885	....do	Failure 12 trips	.....	1 44
.....do	....do	Failure 2 trips	.....	96
.....do	....do	Failure 1 trip	.....	48
Oct. 16; Nov. 12, 28; Dec. 1, 23, 1885.	....do	Failure to perform service	.....	2 85
In fourth quarter, 1885	....do	Failure 14 trips (½ pro rata)	.....	3 36
.....do	....do	Three failures to arrive on schedule time.	25	
.....do	....do	Failure 1 trip	.....	11
.....do	....do	do	.....	16
.....do	....do	Failure 3 trips	.....	1 38
.....do	....do	.....do	.....	69
.....do	....do	Failure 1 connection	.....	16
Oct. 13, 1885	....do	Failure to perform service	.....	57
Oct. 28, 29, 30, 1885	....do	.....do	.....	69
Dec. 26, 1885	....do	Failure to connect	.....	13
Dec. 2, 1885	....do	Failure 1 trip	.....	22
Dec. 5, 1885	....do	.....do	.....	07

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886. Jan. 30	22038	Indianapolis to Chicago	Ind	L. N. A. & C. Rwy	$13,123 55	$9 67 17 97
	22038	do	Ind	do		
	22038	do	Ind	do		
	22047	Attica to Covington	Ind	W. St. L. & P. Rwy	637 40	1 01
	22050	Switz City to Merom Station	Ind	S.E.&So.E.&B.R.R.Co	1,330 38	2 12
	22050	do	Ind	do		
	22050	do	Ind	do		
	27031	Des Moines to Fort Dodge	Iowa	D. M. & Ft. D. Rwy	6,597 65	
	27042	Chariton to Indianola	Iowa	C. B. & O. Rwy	1,585 38	2 53
	27043	Hastings to Sidney	Iowa	do	949 90	1 51
	27043	do	Iowa	do		
	27078	Hampton to Belmond	Iowa	Central Iowa Rwy	975 55	1 55
	27085	Lake Park to Worthington	Iowa	B. C. R. & Nthn. Rwy	803 27	1 28
	27085	do	Iowa	do		
	24021	Grand Rapids to La Crosse	Mich	C. & W. Mich. Rwy	18,631 34	25 52 4 70
	24020	Toledo to South Lyon	Mich	T. A. A. & G. T. Rwy	3,259 67	
	24039	Fort Gratiot to Chicago	Mich	C. & G. T. Rwy	26,044 49	35 67 15 60
	24065	Owosso to Saint Louis	Mich	T. A. A. & N. M. Rwy	2,306 85	3 68 1 84
	25041	Elkhorn to Eagle	Wis	C. M. & St. P. Rwy	750 69	1 19
	26010	Hastings to Ipswich	Minn	do	36,009 26	49 32
	26024	Mankato to Wells	Minn	do	1,730 32	2 76
	35012	Ashton to Ellendale	Dak	do	2,997 63	4 10
	35017	Mitchell to Ashton	Dak	do	6,558 19	8 95
		STAR SERVICE.				
Feb. 1	15126	Blairsville to Cleveland	Ga	J. Reese	625 00	99
	15126	do	Ga	do		
	15126	do	Ga	do		
	15126	do	Ga	do		
	15128	Clayton to Tallulah	Ga	J. Dockins	401 78	64
	15129	Clayton to Hiawassee	Ga	T. I. Allen	550 00	87
	15129	do	Ga	do		
	15135	Cleveland to Dahlonega	Ga	C. W. Oakes	223 50	71
	15135	do	Ga	do		
	15137	Gainesville to Dahlonega	Ga	S. D. Castleman	536 00	85
	15137	do	Ga	do		
	15139	Bellton to Cleveland	Ga	A. H. Henderson	97 00	93
	15139	do	Ga	do		
	15143	Carnesville to Homer	Ga	J. M. Ramply	156 00	75
	15149	Ellenton to Montevideo	Ga	T. M. Baggs	148 00	71
	15149	do	Ga	do		
	15150	Elberton to Lincolnton	Ga	C. C. Morse	416 00	2 00
	15154	Danielsville to Elberton	Ga	E. T. Cason	360 00	1 73
	15154	do	Ga	do		
	15154	do	Ga	do		
	15154	do	Ga	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 8, Oct. 10, 16; Nov. 19; Dec. 4, 5, 18; No. 12, Oct. 2, 19, 24, 29; Nov. 7; Dec. 11, 14, 1885.	Indianapolis	Failure to connect		
No. 1, Oct. 19, 14, 22, 27; Nov. 3, 4, 12, 25, 26; Dec. 4, 9, 14, 16, 23, 1885.	Chicago	do	$145 50	
Nov. 16, 1885	do	For failing to notify the postmaster at Chicago of a change of schedule, thereby causing delay to 13 sacks of mail.		
Oct. 12, 13, 22, 1885	Covington	Failure to connect	1 50	
Nov. 2, 6, 10, 11, 12, 13, 1885		Failure round trip		
Oct. 16, 1885	Between Digger and Merom Station.	Failure both ways, 19, 12 miles.		$29 41
Nov. 14, 1885	Between Sullivan and Merom Station.	Failure both ways, 10 miles		
During fourth quarter, 1885	Between Tara and Fort Dodge.	Failure to perform service		115 11
Aug. 25, 26, 27, 28, 29, 31, 1885		Failure round trip		30 36
Oct. 27, 1885	Sidney	Failure to arrive		1 51
Oct. 28, 1885		Failure to depart		
Dec. 9, 1885		Failure round trip		
		For failure to dispatch the mail from Belmond on 11 a. m., train, Dec. 7, and delivered same from the 4.30 p. m. train Dec. 30, 1885.	2 00	3 16
Jan. 16, 23, 24; Feb. 10, 11, 17, 20, 1885.		Failure round trip		
Jan. 1, 2, 3, 15, 17, 22, 26; Feb. 12, 16, 19, 21, 1885.		Failure half trips		32 00
No. 6, Nov. 23, 1885	Grand Rapids	Failure to dispatch mail on	4 50	
Apr. 8, 1885	Between Milan and South Lyon.	Failure both ways (28.81 miles)		4 95
No. 34, Oct. 7, 9, 20; Nov. 5, 12, 25, 26; No. 4, Dec. 3, 4, 5, 7, 8, 9, 10, 11, 12, 15, 17, 18, 19, 22, 1885.	Chicago	Failure to connect	164 00	
No. 4, Oct. 5, 7, 15, 28; Nov. 2, 4, 10, 1885.	Saint Louis	do	6 50	
Sept. 23, 1885		For failure of companies' messenger to call for and dispatch the mail.	1 00	
Nov. 22, 1885	Ipswich	Failure to depart		24 66
Dec. 5, 9, 1885	Mankato	Failure to connect	2 75	
Nov. 22, 1885	Ashton	Failure to depart		2 05
Nov. 22, 1885		Failure half trip		8 98
Oct. 1, 12; Dec. 9, 1885	Cleveland	Failure to arrive and depart		
Nov. 7, 1885	do	Failure on 21½ miles both ways.		6 00
Oct. 29, 1885	Blairsville	Failure to arrive and depart		
Oct. 28, 1885	do	Failure to connect		
Nov. 7, 1885		Failure round trip		1 28
Dec. 9, 1885		Failure on 17¼ miles both ways.		2 84
Nov. 7, 1885		Failure round trip		
Oct. 29, 1885	Dahlonega	Failure to arrive and depart		1 86
Nov. 7, 1885	do	Failure on 14 miles both ways		
do		Failure on 21¾ miles both ways.		1 82
Oct. 29, 1885		Failure on 4¾ miles both ways		
Dec. 3, 1885	Bellton	Failure to arrive and depart		1 94
Oct. 30, 1885	do	Failure on 12 miles both ways.		
Nov. 7, 1885		Failure round trip		1 50
do		Failure on 7 miles both ways		1 58
Dec. 9, 1885		Failure on 12 miles both ways.		
Nov. 9, 1885		Failure on 25 miles both ways		2 70
Oct. 8; Nov. 12, 1885	Danielsville	Failure to arrive		
Oct. 9; Nov. 13, 1885	do	Failure to depart		8 65
Oct. 13; Nov. 6, 10, 1885	Elberton	Failure to arrive		
Oct. 12; Nov. 5, 9, 1885	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 1	21371	Norwalk to Steuben	Ohio	J. R. Tupper	$391 00	$0 62
	21371	do	Ohio	do		
	23543	Gower to Hinsdale	Ill	E. M. Hardin	110 00	33
	34258	Albion to Scotia	Nebr	B. Magoffin	990 00	3 17
	34258	do	Nebr	do		
		MAIL-MESSENGER SERVICE.				
	78034	West Wynnton to railroad	Fla	O. P. Fannin	275 00	
		RAILROAD SERVICE.				
	26042	Wadena to Milnor	Minn	Northern Pacific	5, 031 26	8 11
	26042	do	Minn	do		
	26042	do	Minn	do		
	26051	Rush City to Grantsburgh	Minn	St. P. & D. R. R	741 28	1 18
	26053	Birch Cooley to Watertown	Minn	W. M. & Pacific R. R	6, 857 81	11 11
	28016	Pleasant Hill to Olathe	Mo	S. Kans. Rwy	1, 134 59	1 81
	28016	do	Mo	do		
	28022	East Saint Louis to Kansas City	Mo	C. & A. Rwy	37, 051 21	50 75 25 37
	28031	Saint Louis to Florisant	Mo	St. L., C. & W. Rwy	697 25	1 11
	28035	Neeleysville to Doniphan	Mo	St. L., I. M. & S. Rwy	858 84	1 37
	29002	Helena to Clarendon	Ark	Ark. Midland Rwy	2, 431 69	3 88
		Remissions.				
		STAR SERVICE.				
	12414	Victor to Winston	Va	J. D. Smith	170 00	81
		RAILROAD SERVICE.				
	24006	Detroit to Chicago	Mich	Mich. Central	84, 341 13	21 28 115 53
		STAR SERVICE.				
Feb. 2	11239	Maurertown to Zepp	Va	G. W. Conner	148 00	47
	13270	Salisbury to Mocksville	N. C	J. W. Hester	368 42	58
	15169	Jasper to Tower	Ga	V. Boreing	229 00	1 10
	15178	Calhoun to Carter's	Ga	S. D. Castleman	243 33	1 16
	15182	La Fayette to Trion Factory	Ga	do	153 39	49
	15183	Telloga Springs to Valley Head	Ga	W. B. Tapp	96 12	92
	15184	La Fayette to Ringgold	Ga	M. R. Hammond	298 00	95
	15184	do	Ga	do		
	15184	do	Ga	do		
	15184	do	Ga	do		
	15186	Rome to Trion Factory	Ga	S. D. Castleman	764 48	1 22
	15186	do	Ga	do		
	15193	Dallas to Dallas	Ga	A. Basley	139 94	67

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 26; Dec. 11, 1885	Norwalk	Failure to arrive and depart	.....	$2 48
Dec. 25, 1885	.....	Failure round trip		
Nov. 30; Dec. 2, 4, 1885	.....	Failure three round trips	.....	2 10
Dec. 1 to 2, 3 to 4, 5 to 7, 8 to 11, 1885.	.....	Failure total	.....	28 53
Dec. 12, 1885	.....	Failure half trip		
In fourth quarter, 1885	On the route	Service performed by assistant postmaster.	.....	68 75
Nov. 17, 1885	Milnor	Failure to arrive	$250 00	8 11
Nov. 16, 1885	....do	Failure to depart		
Oct. 5, 6, 12, 13, 14, 15, 16, 17, 22, 23, 24, 26, 27, 28, 29, 30, 31; Nov. 2, 3, 4, 7, 9, 10, 11, 12, 13, 14, 16, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 30; Dec. 1, 2, 3, 4, 5, 7, 8, 9, 23, 24, 25, 26, 28, 29, 30, 31, 1885.	....do	For willfully delaying the mails.		
.....	.....	For negligence on the part of company's messenger in failing to place the mail on board the train at Grantsburgh, Wis., December 27, 1885, in consequence of which none was received or dispatched at Rush City, Minn., on that date.	2 00	.....
Sep. 28, 1885	Watertown	Failure to depart with the mail.	.....	5 55
Nov. 6; Dec. 29, 30, 31, 1885	Pleasant Hill	Failure to arrive and depart	.....	8 14
Nov. 20, 1885	....do	Failure to arrive		
No. 6, Oct. 2, 14; Nov. 1, 2, 7, 8; No. 48, Oct. 1; Nov. 17, 25, 27; Dec. 4, 5, 8, 1885.	Kansas City	Failure to connect	165 00	.....
Nov. 14, 1885	Saint Louis	Negligence on the part of the company's messenger in failing to deliver the mail.	2 00	.....
Nov. 21, 28; Dec. 7, 9, 11, 12, 14, 16, 18, 19, 21, 25, 28, 30, 1885.	Doniphan	Failure to connect	10 00	.....
Dec. 25, 1885	.....	Failure round trip	.....	7 76

Remit $0 81 of the deduction noted in report for January 14, 1886, it having been shown by late evidence that the failure of December 15, 1885, was only on half of the route.

Remit 53 20 of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of E. C. Brown, general superintendent of the Michigan Central Railroad, that the failures at Detroit of No. 4, September 26, 29, and No. 10, September 13, 16, and at Chicago, Ill., of No. 3, September 1, 1885, to connect with depending mails were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Oct. 29, 1885	Zepp	Mail very wet	$1 00	.....
Nov. 9, 1885	....do	Failure round trip	.....	$1 16
Nov. 7; Dec. 9, 1885	Jasper	Failure to arrive and depart	.....	2 20
Nov. 7, 1885	....do	Failure half trip	.....	1 16
Oct. 2; Nov. 9, 1885	....do	Failure round trip	.....	1 96
Nov. 7, 1885	....do	.....do	.....	1 84
Oct. 1, 3; Dec. 10, 15, 1885	La Fayette	Failure to arrive	.....	5 22
Oct. 2, 1385	....do	Failure to depart		
Oct. 2; Dec. 9, 14, 1885	Ringgold	Failure to arrive		
Oct. 3; Dec. 12, 15, 1885	....do	Failure to depart		
Nov. 7; Dec. 14, 1885	Trion Factory	Failure to arrive	.....	2 44
Nov. 7; Dec. 15, 1885	....do	Failure to depart		
Nov. 7, 1885	.....	Failure round trip	.....	1 34

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 2	15207	Athens to Danielsville	Ga	E. T. Cason	$390 00	$0 62
	15211	Crawford to Elberton	Ga	E. T. Clemmons	441 00	1 41
	15211	....do	Ga	....do		
	15211	....do	Ga	....do		
	15211	....do	Ga	....do		
	15214	Lincolnton to Plum Branch	Ga	....do	481 00	76
	15215	Appling to Lincolnville	Ga	....do	647 00	1 03
	15289	Hogansville to Houston	Ga	G. A. McLean	158 00	75
	15302	Jeffersonville to Macon	Ga	C. C. Morse	733 00	1 17
	15302	....do	Ga	....do		
	15307	Battle Ground to Mount Vernon	Ga	....do	597 00	2 87
	15322	Statesborough to Swainsborough.	Ga	S. D. Castleman	206 00	1 98
	15329	Dublin to McRae	Ga	....do	266 00	2 55
	15331	Hawkinsville to Jacksonville	Ga	C. C. Morse	640 00	3 07
	15369	Lumber City to Johnston Station.	Ga	....do	990 00	4 75
	15369	....do	Ga	....do		
	15371	McRae to Jacksonville	Ga	S. D. Castleman	326 00	1 04
	15373	McRae to Mount Vernon	Ga	....do	625 00	99
	15381	Fleming to South Newport	Ga	Wm. Thompson	285 00	1 37
	15382	Way's Station to Excelsior	Ga	S. D. Castleman	336 00	3 23
	15382	....do	Ga	....do		
	15384	Doboy to Darien	Ga	C. C. Morse	390 00	62
	15384	....do	Ga	....do		
	17104	Florence to Waterloo	Ala	W. C. Blackwell	444 00	1 42
	17115	Huntsville to North	Ala	T. I. Coffey	567 64	1 82
	17116	Huntsville to Greenbrier	Ala	G. C. Brassfield	582 95	1 36
	17116	....do	Ala	....do		
	17120	Langston to Black Oak	Ala	C. J. Brown	160 00	76
	17125	Scottsborough to Guntersville.	Ala	T. I. Coffey	617 00	1 97
	17125	....do	Ala	....do		
	17125	....do	Ala	....do		
	17128	Stevenson to Trenton	Ala	G. D. Moore	478 00	2 29
	17128	....do	Ala	....do		
	17129	Stevenson to Big Coon	Ala	S. Summers	100 00	48
	17132	Cherokee to Pleasant	Ala	A. Orr	299 91	95
	17136	Bell Green to Pleasant Station	Ala	....do	184 99	88
	17137	Bell Green to Hamilton	Ala	Mat. Heley	364 00	1 76
	17137	....do	Ala	....do		
	17141	Russellville to Haley's	Ala	V. Forrester	490 38	1 57
	17151	Hartsell's to Moulton	Ala	S. C. Brassfield	888 00	1 41
	17152	Somerville to Whitesburgh	Ala	G. C. Brassfield	382 24	1 22
	17153	Somerville to Guntersville	Ala	T. I. Coffey	747 00	2 39
	17153	....do	Ala	....do		
	17160	Guntersville to Blountsville	Ala	G. C. Brassfield	492 00	1 57
	17162	Collinsville to Flay	Ala	Stone & Care	189 00	60
	17176	Centre to Summerville	Ga	R. R. McKnight	597 00	1 91
	17176	....do	Ga	....do		
	17176	....do	Ga	....do		
	17176	....do	Ga	....do		
	17177	Centre to Ricks	Ga	G. C. Brassfield	132 00	63
	20219	Somerset to Mintonville	Ky	A. Easley	282 98	1 36
	20227	Woodbine to Barboursville	Ky	J. A. Craft	333 00	53
	20561	Newfoundland to Elliottsville	Ky	A. W. Murray	74 75	71
	33364	Burden to Wichita	Kans	Cardwell & Duncan	831 05	2 66
	46170	Chico to Jacinto	Cal	C. Allman	338 23	1 08
	46170	Jacinto to Willow	Cal	....do	676 46	1 08

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 12, 1885	.....	Failure round trip	.....	$1 24
Oct. 14; Nov. 13, 16, 1885	Crawford	Failure to arrive	.....	8 46
Oct. 15; Nov. 14, 17, 1885	do	Failure to depart		
do	Elberton	Failure to arrive		
Oct. 14; Nov. 13, 16, 1885	do	Failure to depart		
Nov. 1, 1885	.....	Failure round trip	.....	1 52
Oct. 12; Nov. 21; Dec. 25, 1885	Appling	Failure to arrive and depart	.....	3 09
Nov. 11; Dec. 16, 1885	Hogansville	do	.....	1 50
Dec. 28, 1885	Jeffersonville	Failure to arrive	.....	1 75
do	Macon	Failure to arrive and depart		
Sept. 21 to Nov. 21, 1885	Durden	Failure to visit and supply	$20 00	.....
Oct. 13, 1885	Swainsborough	Failure to arrive and depart	.....	1 98
Nov. 21, 1885	.....	Failure on 29 miles both ways	.....	3 89
Oct. 6, 1885	.....	Failure on 26¾ miles both ways	.....	3 75
Oct. 1, 12, 1885	Johnston Station	Failure to arrive	.....	9 50
Oct. 2, 13, 1885	do	Failure to depart		
Oct. 2, 1885	Jacksonville	Failure to arrive and depart	.....	1 04
Oct. 5, 1885	.....	Failure round trip	.....	1 98
Oct. 1, 5, 12, 15, 19, 1885	Fleming	Failure to arrive and depart	.....	6 85
Oct. 6, 1885	Way's Station	do	.....	8 10
Oct. 13, 1885	do	Failure on 43 miles both ways		
Dec. 6, 1885	Darien	Failure to arrive and depart	.....	1 86
Dec. 25, 1885	do	Failure round trip		
Nov. 9, 1885	do	do	.....	2 84
Nov. 10, 12, 1885	do	Failure round trip	.....	7 28
Nov. 9, 1885	Greenbrier	Failure on 12½ miles both ways	.....	5 43
Nov. 11, 13, 1885	do	Failure on 17½ miles both ways		
Dec. 25, 1885	do	Failure round trip	.....	1 52
Nov. 2, 4, 7, 9, 1885	Scottsborough	Failure to arrive and departm	.....	17 73
Nov. 10, 12, 14, 1885	Guntersville	do		
Dec. 17, 1885	do	Failure round trip		
Dec. 7, 1885	do	do	.....	6 28
Nov. 9, 13, 1885	do	Failure on 5½ miles		
Nov. 7, 1885	do	Failure round trip	.....	1 00
do	do	do	.....	1 90
Nov. 6, 1885	do	do	.....	1 76
Oct. 1, 1885	do	do	.....	5 60
Nov. 9, 1885	do	Failure on 18 miles both ways		
Nov. 7, 1885	Haley's	Failure to arrive and depart	.....	1 57
do	do	Failure on 20 miles both ways	.....	1 88
Oct. 30, 1885	do	Failure on 13 miles both ways	.....	1 54
Dec. 28, 1885	Somerville	Failure to arrive and depart	.....	9 56
Nov. 7, 10, 14, 1885	Guntersville	do		
Dec. 9, 1885	do	do	.....	1 57
Nov. 7, 1885	do	Failure round trip	.....	1 90
Oct. 1, 3; Nov. 7, 10; Dec. 10, 1885.	Centre	Failure to arrive	.....	15 28
Oct. 2, 5; Nov. 9, 11; Dec. 9, 1885.	do	Failure to depart		
Nov. 9; Dec. 9, 14, 1885	Summerville	Failure to arrive		
Nov. 7; Dec. 10, 15, 1885	do	Failure to depart		
Oct. 30; Nov, 6, 1885	Centre	Failure to arrive and depart	.....	1 26
Oct. 20; Nov. 17, 1885	Mintonville	Failure to arrive until next days.	2 00	.....
.....	.....	Carrier threw the mail on sidewalk instead of taking it into the post-office at Barboursville, and drove off and left it there in the street, about Nov. 20.	1 00	.....
Nov. 13, 1885	.....	Failure total	.....	1 42
.....	.....	The deduction of $1.80, ordered Jan. 26, 1886, having been calculated on the basis of 59 miles' distance, whereas the distance was decreased 24 miles by omitting Polo Dec. 7, 1885; therefore modify order and deduct	.....	1 37
Nov. 18, 25; Dec. 25, 28, 30, 1885.	Between Jacinto and Chico.	Failure on 10 miles both ways	.....	7 20
do	.....	.....		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Feb. 2	46173	Cottonwood to Shingletown	Cal	C. Humphreys	$743 07	$2 38
	46173	do	Cal	do		
	46173	do	Cal	do		
	46173	do	Cal	do		
	46173	do	Cal	do		
	46232	Silver Creek to Genoa	Cal	J. Bruso	950 27	3 04
	46232	do	Cal	do		
	46301	Yreka to Pleona	Cal	J. Culverhouse	766 67	7 37
	46301	do	Cal	do		
	46301	do	Cal	do		
	46391	do	Cal	do		
		STEAMBOAT SERVICE.				
	28299	Cairo to Elmot	Mo	J. A. Scudder	9,547 46	30 59
		RAILROAD SERVICE.				
	29014	Newport to Batesville	Ark	St. L., I. M. & S. Ryw	1,746 40	2 39
	29014	do	Ark	do		
	29014	do	Ark	do		
	30006	Clinton to Port Hudson	La	L., N. O. & T. Rwy	933 33	
	30014	New Orleans to Baton Rouge	La	do	8,026 33	10 99
	30014	New Orleans to Vicksburg	La	do	21,136 00	28 95
	30014	do	La	do		
	31019	Indianola to Cuero	Tex	C., W. T. & P. Rwy	2,853 13	
	31023	Houston to Nacodoches	Tex	H., E. & W. T. Rwy	7,795 09	
	38001	Denver to El Moro	Colo	D. & R. G. Rwy	28,657 71	45 77
	38001	do	Colo	do		
	38004	Cucharas to Española	Colo	do	15,796 50	
	38009	Poncho Springs to Monarch	Colo	do	680 58	1 08
	38009	do	Colo	do		
	38014	Schwanders Station to Castleton.	Colo	D., S. P. P. & P. Rwy	4,653 15	6 37
	38024	Garo to London	Colo	do	673 31	
	38027	Greeley to Stont	Colo	G., S. L. & P. Rwy	1,669 39	2 66
		STAR SERVICE.				
Feb. 3	8487	Towanda to Marshview	Pa	Z. T. Carpenter	347 00	55
	8498	Big Pond to Lowman	Pa	do	370 00	59
	8737	Paulton to Oakland X Roads	Pa	do	320 00	51
	8737	do	Pa	do		
	8968	North Springfield to Cherry Hill.	Pa	do	420 00	13 40
	15343	Americus to Church Hill	Ga	C. C. Moore	738 00	1 17
	15379	McIntosh to Hinesville	Ga	J. D. Emerson	195 00	31
	15404	Moultrie to Lawson	Ga	B. F. Moss	139 00	1 33
	15413	Albany to Moultrie	Ga	S. D. Castleman	416 00	2 00
	15413	do	Ga	do		
	15448	Cochran to Cool Springs	Ga	C. C. Morse	370 00	1 19
	15450	Hinesville to Long Branch	Ga	A. M. Elders	225 00	1 08
	15458	Folkston to Satilla Bluff	Ga	J. D. Emerson	1,600 00	2 54
	15469	Eatonton to Stanfordsville	Ga	H. O. Roop	189 00	90
	15469	do	Ga	do	108 00	51
	15470	Traders' Hill to Darbyville	Ga	do	467 00	2 24
	15471	Irvinville to Sycamore	Ga	do	91 00	87
	15479	Abbeville to Wolf Creek	Ga	E. Y. Brown	312 00	1 50

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 20, 1885	Shingletown to Ferry.	Failure on 22 miles		
Nov. 21, 1885	Ferry to Shingletown.	....do		
Nov. 24–25, 1885	Cottonwood to Ferry.	Failure on 6 miles both ways	.....	$9 52
Dec. 24–25, 1885	Cottonwood	Failure to arrive and depart		
Dec. 25–26, 1885	Shingletown	....do		
Nov. 25, 1885	Silver Creek	Failure to arrive	.....	3 04
Nov. 26, 1885	....do	Failure to depart		
Dec. 21, 1885	Yreka	Failure to arrive		
Dec. 23, 1885	....do	Failure to depart	.....	14 74
Dec. 29, 1885	Pleona	Failure to arrive		
Dec. 30, 1885	....do	Failure to depart		
During fourth quarter, 1885	.....	Failure of 8¼ round trips	.....	504 73
Dec. 10, 1885	Newport	Failure to arrive		
Dec. 11, 1885	....do	Failure to depart	$2 50	2 39
Nov. 6; Dec. 22, 1885	....do	Failure to connect		
During fourth quarter, 1885	Between Ethel and Port Hudson	Only three times a week service performed.	.....	73 90
May 11, 12, 1884	.....	Failure half trip	.....	21 98
Apr. 7, 1885	Vicksburgh	Failure to arrive	.....	43 42
Apr. 8, 1885	....do	Failure to depart		
During fourth quarter	Between Indianola and Victoria.	Only three times a week service performed.	.....	205 73
Dec. 23, 1885	Between Houston and Livingston.	Failure one way (72 miles)	.....	5 48
Dec. 29, 1885	El Moro	Failure to arrive	.....	45 77
Dec. 30, 1885	....do	Failure to depart		
During fourth quarter, 1885	Between Antonito and Española.	Only three times a week service performed.	.....	1,025 95
Jan. 16, 17; Feb. 16, 17, 19, 1885.	Monarch	Failure to arrive and depart		
.....do	.....	Failure both ways between Maysville and Monarch, Colo. (9.02 miles), Dec. 22, 23, 24, 25, 26, 27, 1884, and Feb. 18, 1885, and both ways between Garfield and Monarch, Colo. (2.82 miles), Feb. 20, 1885.	.....	14 40
Dec. 31, 1885	Castleton	Failure to arrive and depart	.....	6 37
.....do	.....	For failing to call for and dispatch the mail at London, Dec. 13, 1885.	1 00	.....
Oct. 27; Dec. 25, 1885	Stout	Failure to arrive and depart	.....	5 52
Nov. 25, 1885	.....	Failure total	.....	1 10
....do	.....	.....do	.....	1 18
Nov. 26, 1885	.....	.....do		1 78
Nov. 24, 28, 30, 1885	Paulton	Failure to connect	.....	
Nov. 26, 28; Dec. 17, 30, 1885	.....	Failure on 2½ miles (12 times a week service) 1 trip each date	.....	1 04
Dec. 25, 1885	.....	Failure round trip	.....	2 34
Oct. 12, 13, 1885	.....	Failure round trips	.....	1 24
Nov. 5; Dec. 24, 1885	.....	.....do	.....	5 32
Dec. 3, 1885	.....	Failure round trip		
Oct. 30; Nov. 6, 10, 27; Dec. 3, 18, 22, 29, 1885.	.....	Failure to connect	.....	12 00
Oct. 13, 1885	.....	Failure round trip	.....	2 38
Oct. 3, 13, 1885	.....	Failure round trips	.....	4 32
Dec. 10, 11; Oct. 12, 1885	Folkston	Failure to arrive and depart	.....	7 62
Oct. 1, 12, 29; Nov. 9, 1885	Hillsborough	.....do		4 50
Oct. 12, 1885	Eatonton	.....do	.....	
Oct. 3, 6, 10, 13, 17, 1885	.....	Failure round trip	.....	22 40
Oct. 3, 10, 17, 24, 1885	.....	Failure on 6 miles both ways	.....	2 45
Oct. 2, 5, 12, 1885	.....	Failure on 8 miles both ways	.....	2 76

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 3	15483	Ringgold to Judson	Ga	R. A. Lawson	$164 00	$0 52
	15483	do	Ga	do		
	15483	do	Ga	do		
	15484	Tunnel Hill to Effie	Ga	D. C. P. Clark	149 00	47
	17181	Galesville to La Fayette	Ala	F. S. Smith	499 82	2 40
	17183	Bexar to Alanthus	Ala	T. B. Barnes	300 00	1 44
	17183	do	Ala	do		
	17189	Cullman to Houston	Ala	W. C. Blackwell	274 00	1 31
	17189	do	Ala	do		
	17190	Cullman to Warrenton	Ala	M. Haley	364 00	1 75
	17190	do	Ala	do		
	17190	do	Ala	do		
	17192	Blount Springs to Bremen	Ala	V. Forrester	340 00	1 08
	17192	do	Ala	do		
	17196	Blountsville to Blountsville	Ala	T. A. Cobb	380 00	1 21
	17197	Blountsville to Birmingham	Ala	Allen & Healey	624 00	3 00
	17197	do	Ala	do		
	17213	Fayette to Tuscaloosa	Ala	G. W. Powell	460 00	2 21
	17219	Jasper to Arkadelphia	Ala	P. R. Schnebly	174 14	1 67
	17221	Jasper to Warrior Station	Ala	I. T. Love	975 00	1 55
	17221	do	Ala	do		
	17222	Jasper to Houston	Ala	W. C. Blackwell	520 00	29
	17222	do	Ala	do		1 07
	18168	Fulton to Pikeville	Miss	J. J. Campbell	786 00	2 51
	26415	Bay Lake to Aitken	Minn	B. W. Beedy	270 00	
	27351	Guthrie Centre to Bagley	Iowa	J. A. Craft	176 00	
		RAILROAD SERVICE.				
	31036	Rosenberg to Victoria	Tex	N. Y. T. & M. Rwy	5,282 54	8 43
	31042	Guide to Roberts	Tex	H. & Tex. Ctl. Rwy	2,225 98	3 55
	31048	Longview to Easton	Tex	G. S. & St. L. Rwy	588 66	94
	31048	do	Tex	do		
	33001	Kansas City to Denver	Kans	U. Pacific Rwy	14,879 68	157 36
						84 73
	33006	Kansas City to Ottawa	Kans	Sthn. Kans. Rwy	7,788 49	10 66
						5 74
	33008	Kansas City to Webb City	Kans	K. C. Ft. S. & G. Rwy	19,584 24	26 82
						13 41
	33016	Topeka to Kansas City	Kans	A. T. & S. F. Rwy	17,218 70	23 58
				R. P. O. cars	3,379 00	11 79
						4 62
						2 31
	33029	Downs to Alton	Kans	C. B. of U. P. Rwy	1,052 12	1 43
	39003	Albuquerque to Needles	N. Mex	A. & P. Rwy	33,016 51	45 22
	39004	Rincon to El Paso	N. Mex	A. T. & S. F. Rwy	3,310 98	4 53
	39005	Deming to El Paso	N. Mex	Ctl. Pacific Rwy	3,792 78	5 19
	39006	Deming to Silver City	N. Mex	S. C. D. & P. Rwy	2,406 46	3 29
	39008	Nutt Station to Lake Valley	N. Mex	A. T. & S. F. Rwy	586 95	80
	40001	Yuma to Deming	Ariz	Ctl. Pacific Rwy	64,289 97	88 06
	41006	Bingham Junction to Alta	Utah	D. & R. G. W. Rwy	786 60	1 25
	41006	do	Utah	do		
	41009	Colton to Scofield	Utah	do	739 57	1 18
	41009	do	Utah	do		
		Remissions.				
		STAR SERVICE.				
	11218	Culpeper to Olive	Va	William Doyle	1 49	47

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 3, 1885	Judson	Failure to arrive and depart		
Nov. 7, 1885		Failure round trip	.....	$2 03
Dec. 10, 1885		Failure on 5 miles both ways		
Nov. 7, 1885		Failure round trip	.....	1 00
Oct. 3, 1885		Failure on 30 miles both ways	.....	3 64
Oct. 27, 1885	Alanthus	Failure to arrive and depart	.....	4 32
Dec. 25, 1885		Failure round trip		
.....do	Houston	Failure to arrive and depart	.....	3 93
Dec. 11, 25, 1885	Cullman	.....do		
Sept. 26; Dec. 15, 1885		Failure on 7¾ miles both ways		
Nov. 6, 1885		Failure round trip	.....	6 76
Dec. 11, 1885	Warrenton	Failure to arrive and depart		
Dec. 10, 15, 1885		Failure on 13½ miles	.....	4 64
Nov. 9, 1885		Failure round trip		
Dec. 9, 1885		.....do	.....	2 42
.....do		Failure on 14 miles both ways	.....	4 86
Dec. 23, 30, 1885	Blountsville	Failure to connect		
Dec. 19, 1885		Failure round trip	.....	4 42
Dec. 18, 1885		Failure on 7 miles both ways	.....	1 02
Dec. 9, 1885		Failure on 25½ miles both ways		
.....do		For failing and refusing to visit and supply Robbins' Cross-Roads from Sept. 16 to Dec. 31, 1885	$50 00	2 43
Dec. 10, 12, 1885	Three times a week.	Failure on 6½ miles both ways		
Dec. 22, 24, 1885	Three times a week.	Failure on 2½ miles both ways	.....	1 55
Nov. 7, 1885	Pikeville	Failure to arrive and depart	.....	2 51
Nov. 1 to 31, 1885	Bay Lake	No evidence of service received	.....	11 00
Oct. 1 to 19, 1885	Bagley	.....do	.....	4 54
Oct. 6, 8, 10, 1885	Rosenberg	Failure to connect	12 50	.....
Sept. 7, 1885	Roberts	Failure to arrive and depart	.....	3 55
Oct. 16, 17; Dec. 25, 1885		Failure round trip	.....	7 52
Oct. 14; Nov. 4, 1885		Failure half trip		
No. 202, Oct. 18; Nov. 12, 24; Dec. 1, 4, 7, 8; No. 204, Nov. 7, 19, 25, 27, 1885.	Kansas City	Failure to connect	466 00	.....
No. 4, Nov. 17; Dec. 14, 1885	.....do	.....do	6 00	.....
No. 4, Oct. 19; Nov. 13, 14, 19, 20; Dec. 3, 1885.	.....do	.....do	40 00	.....
No. 22, Oct. 17, 18, 28; Nov. 12, 14, 22; Dec. 4, 30, 31; No. 24, Oct. 7, 30; Nov. 17, 27; Dec. 9, 1885.	.....do	Failure to connect; no R. P. O. car (east bound) on train No. 4, Dec. 13, and No. 6, Dec. 31.	82 50	4 62
Oct. 30, 1885	Alton	Failure to depart (double pro rata).	.....	1 43
Nov. 20, 1885		Failure half trip	.....	45 22
Dec. 30, 1885	Rincon	Failure to depart	.....	2 26
Nov. 24, 1885	El Paso	Failure to arrive	.....	2 59
Nov. 29, 1885		Failure half trip	.....	3 29
.....	.....	Failed to perform trip August 18, 1885; the evidence showing the failure to have been willful, deduct three times the price of the service unperformed.	.....	2 40
Oct. 14, 1885	Deming	Failure to depart	.....	44 03
Nov. 5, 1885		Failure half trip		
Nov. 6, 1885		Failure round trip	.....	3 75
Oct. 1, 1885	Colton	Failure to depart		
Oct. 15, 21, 1885	Scofield	Failure to arrive	.....	1 77

Remit $0 47 of the deduction noted in report for January 14, 1886, it having been shown that one-half of the trip of October 31, 1885, was performed.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STAR SERVICE—continued.				
1886.						
Feb. 3	13270	Salisbury to Mocksville.....	N. C ...	J. W. Hester.....	$368 42	$0 58
		STAR SERVICE.				
Feb. 4	12369	Raleigh C. H. to Oceana.....	W. Va.	S. Roles.....	892 00	1 42
	17246	Cross Plains to Centre.....	Ala....	.....do	396 00	63
	17248	Jacksonville to Gadsden.....	Ala....	G. B. Donthel	360 00	1 15
	17252	Jacksonville to Cane Creek....	Ala....	J. W. Gidley.....	392 78	1 25
					470 00	75
	17272	Tuscaloosa to Slick	Ala....	J. J. Campbell	182 00	1 75
	17274	Tuscaloosa to Eutaw.....	Ala....	.....do	640 00	2 05
	17278	Helena to Bridgeton	Ala....	C. C. Morse	183 00	87
	17280	Childersburgh to Marble Valley.	Ala....	M. A. Moore	373 29	1 19
	17287	Sycamore to Rockford.....	Ala....	J. J. Campbell	440 12	1 41
	17298	Roanoke to Omaha.....	Ala....	A. J. Hester	198 00	63
	17325	Rockford to Travelers' Rest ...	Ala....	G. C. Brassfield	73 00	70
	17326	Rockford to Marble Valley	Ala....	.....do	342 00	1 63
	17326	.....do	Ala....	.....do	.....	.....
	17332	Buffalo to Wedowee	Ala....	William N. Clifton....	930 00	1 48
	17333	West Point to Roanoke.....	Ala....	C. C. Morse	1,230 00	1 96
	17342	York Station to Butler.....	Ala....	J. A. Brantley.....	1,200 00	1 91
	17342	.....do	Ala....	..... do	.....	.....
	17343	Centreville to Theo.....	Ala....	G. W. Chambers.....	139 99	1 34
	17406	Choctaw Corner to Woods' Bluff.	Ala....	J. M. Fontaine	265 00	1 27
	17407	Choctaw Corner to Lower Peach Tree.	Ala....	W. E. Sanderson.....	250 00	1 20
	17419	Camden to Uniontown	Ala....	J. E. Strothers.....	1,595 00	2 54
	17427	Aberdeen to Hamilton.....	Ala....	Allen & Haley.....	1,018 79	3 26
	17427	.....do	Ala....	.....do	.....	.....
	17427	.....do	Ala....	.....do	.....	.....
	17427	.....do	Ala....	.....do	.....	.....
	17427	.....do	Ala....	..... do	.....	.....
	17434	Greenville to Andalusia	Ala ...	W. F. Hansberger.....	1,043 00	3 34
	17437	Pigeon Creek to Mount Ida....	Ala....	G. D. Moore.....	543 00	1 74
	17437	.....do	Ala....	.....do	.....	.....
	17440	Rutledge to Troy	Ala....	J. J. Campbell	550 00	1 76
	17450	Troy to Elba	Ala....	C. M. Cox.....	994 00	1 57
	17453	Midway to Indian Creek	Ala....	I. Smith	209 00	66
	17453	.....do	Ala....	.....do	.....	.....
	17453	.....do	Ala....	.....do	.....	.....
	17461	Eufaula to Abbeville	Ala....	J. J. Campbell	1,000 00	1 59
	17461	.....do	Ala....	.....do	.....	.....
		MAIL-MESSENGER SERVICE.				
	66682	Bolton Landing to steamboat landing.	N. Y...	J. H. Ormsby	93 60	.....
	68045	Flanders to railroad	N. J ...	H. Hapler	56 00	.....
	68068	Ironia to railroad	N. J ...	W. H. Bell	84 00	.....
	68162	Yardville to railroad	N. J ...	S. Hutchinson	50 00	.....
	77007	Clarksville to railroad	Ga ...	Church & Jones	119 50	19
		STEAMBOAT SERVICE.				
	44100	Portland to Astoria.....	Oreg...	Oreg. Rwy. & Nav. Co.	882 35	7 98
					309 60	
					3,808 05	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $0 52 of the deduction noted in report for January 12, 1886, it having been shown by the statement of the carrier (the correctness of which is certified to by the postmaster at Salisbury) that service was performed 9 miles each way on November 20, 1885.				
Jan. 14, 1886		Whereas the deduction ordered, January 14, 1886, was calculated upon the assumption that the route is 39 miles in length, and whereas the correct distance is 41 miles, therefore modify order and deduct		$3 42
Oct. 29; Nov. 7, 9, 13, 28; Dec. 25, 1885.		Failure round trip		7 56
Nov. 7, 1885		Failure on 20 miles both ways		2 09
do		Failure round trip		1 50
do		do		3 50
Dec. 8, 1885	Eutaw	Wet and damaged mail	$2 00	
Dec. 25, 1885		Failure round trip		1 74
Dec. 9, 1885		Failure on 9½ miles both ways		1 15
Oct. 3; Dec. 25, 1885		Failure round trip		5 64
Nov. 7, 1885		do		1 26
Dec. 25, 1885		do		1 40
Nov. 24; Dec. 25, 1885		do		9 78
Dec. 14, 21, 1885		Failure half trip		
Dec. 25, 1885		Failure round trip		2 96
Nov. 7, 1885	West Point	Failure to arrive and depart		1 96
Oct. 1, 5, 12, 13; Nov. 4, 7, 1885.	York Station	Failure to arrive		12 88
Oct. 2, 13; Nov. 3, 1885	do	Failure to depart		
Nov. 7, 1885		Failure on 19⅝ miles both ways		2 21
Oct. 27, 1885		Failure round trip		2 54
do		do		2 40
Dec. 9, 1885	Camden	Failure to arrive and depart		2 54
Oct. 30, 1885	Aberdeen	Failure to arrive		
Oct. 31, 1885	do	Failure to depart		
Oct. 29, 31, 1885	Hamilton	Failure to arrive	30 00	9 78
Oct. 28, 30, 1885	do	Failure to depart		
During fourth quarter, 1885	Reno	Failure and refusal to supply.		
Dec. 31, 1885	Andalusia	Failure to arrive and depart		3 24
Dec. 28, 1885	Mount Ida	Failure to arrive		1 74
Dec. 29, 1885	do	Failure to depart		
Dec. 25, 1885	Rutledge	Failure to arrive and depart		1 76
		For failing and refusing to perform the service on that part of the route between Victoria and Elba during the first fifteen days of January, 1886.	25 00	
Oct. 3, 1885	Indian Creek	Failure to arrive and depart		
Oct. 1, 1885	do	Failure on 6¾ miles both ways		2 19
Dec. 10, 1885		Failure on 5¾ miles both ways.		
Dec. 25, 1885		Failure round trip		
Jan. 2, 1886.	Abbeville	Delivered wet and damaged mail.	2 00	3 18
Oct. 4 to 31, 1885	On the route	Failure to perform service		7 12
Oct. 1 to 31, 1885	do	No service performed		4 72
During fourth quarter, 1885	do	do		21 00
do	do	Service performed only 13 days		10 80
Oct. 19, 1885	do	Failure 1 trip		19
During fourth quarter, 1865,	Tryon	Failure to supply four times a week.	45 33	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
Feb. 4	45002	Palisade to Eureka	Nev	E. & P. Rwy	$5,826 21	
	45003	Battle Mountain to Austin	Nev	Nev. Central Rwy	4,022 77	$6 42
	45004	Mound House to Keeler	Nev	C. & C. Rwy	19,039 14	
	46014	Goshen to Yuma	Cal	Sthn. Pacific Rwy.,	54,000 04	73 97
				R. P. O. cars.	6,040 50	8 27
	46014	....do	Cal	....do		
	46014	....do	Cal	....do		
	46017	Los Angeles to Santa Ana	Cal	Ctl. Pacific R. R	2,861 73	3 92
	46022	Davisville to Tehama	Cal	....do	6,970 44	9 54
	46022	....do	Cal	....do		
	43008	Walla Walla to Dayton	Wash	O. Rwy. & Nav. Co	4,001 60	5 48
	33030	Florence to Ellinwood	Kans	A. T. & S. F. Rwy., R.	5,410 16	
				P. O. cars.	2,467 50	3 94
	33039	Girard to Chanute	Kans	So. Kansas Rwy	1,762 58	2 81
		Remissions.				
		STAR SERVICE.				
	13347	Lilesville to Troy	N. C	E. T. Clemmons	971 00	1 55
	19133	Swaney to Limestone	Tenn	A. Easley	248 75	79
		STAR SERVICE.				
Feb. 5	8355	Allentown to Strausstown	Pa	T. Bart	1,395 00	2 22
	8355	....do	Pa	....do		
	8412	Kingston to Beaumont	Pa	B. F. Crouse	445 48	09
						52
	9076	Pittsburgh to Library	Pa	C. W. Underwood	500 00	79
	9076	....do	Pa	....do		
	17484	Andalusia to Green Bay	Ala	T. L. Sellers	239 00	76
	17488	Elba to Argyle	Ala	C. C. Morse	870 00	4 18
	17490	Newton to Campbelltown	Ala	J. R. Ard	591 00	1 89
	17515	Carthage to Five Mile	Ala	J. S. Stevens	280 00	89
	17522	Ferryville to Wilsonville	Ala	J. F. Logan	599 00	1 13
						39
	17522	....do	Ala	....do		
	17524	Shorterville to Columbia	Ala	R. B. Craft	997 00	1 59
	17527	Jacksonville to Reaves	Ala	J. Nolan	208 50	66
	17543	Hanley's Mills to Robin's Cross-Roads.	Ala	H. V. Childress	69 00	66
	17543	....do	Ala	....do		
	17544	Cave Spring to Cedar Bluff	Ala	....do	324 00	1 03
	17551	Cullman to Crane Hill	Ala	H. Adkins	148 00	71
	17553	Fort Payne to Sand Rock	Ala	H. V. Childress	88 00	84
	17560	Greensborough to Dominick	Ala	F. McJohnson	55 00	52
	17565	Vernon to Montcalm	Ala	W. F. Hansberger	180 00	1 73
	17573	Demopolis to Linden	Ala	R. A. Lawson	583 00	93
	17573	....do	Ala	....do		
	17590	Hamilton to Allen's Factory	Ala	Phillips & Allen	307 29	1 47
	17595	Ada to Letohatchie	Ala	J. D. Cook	380 23	1 21
		STEAMBOAT SERVICE.				
	10098	Baltimore to Benedict	Md	H. Williams	1,800 00	8 64

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
In fourth quarter, 1885		Only 3 times a week service performed.		$728 27
do		do		502 84
do	Betwn. Junction and Keeler.	do		1,308 88
Nov. 19, 20, 21, 22, 1885	Goshen	Failure to arrive and depart		517 79
Nov. 20, 21, 22, 1885	Yuma	do		
Nov. 19, 20, 21, 22, 1885		Failure to run railway post-office cars.		66 16
Nov. 20, 1885	Los Angeles	Failure to depart		1 96
Nov. 8, 1885	Davisville	Failure to arrive		9 54
Nov. 22, 1885	Tehama	Failure to depart		
Dec. 17, 1885	Walla Walla	do		2 74
Dec. 30, 1885		No railway post-office cars east bound.		3 94
Nov. 2, 1885		Failure round trip		5 62

Remit $2 of the deduction noted in report for January 12, 1886, it having been shown by the statement of the carrier (the correctness of which is certified to by postmaster at Lilesville) that service was fully performed December 26, 1885, except 5 miles each way.

Remit 60 cents of the deduction noted in report for January 20, 1886. it having been shown by the statement of the carrier (the correctness of which is certified to by postmaster at Limestone) that service was performed to the extent of 6½ miles each way November 7, 1885.

Nov. 28, 1885	Betw. Allentown and Lenhartsville.	Failure 23¼ miles		
Nov. 24, 25, 26, 27; Dec. 1, 2, 8, 9, 10, 11, 12, 14, 16, 17, 25, 26, 30, 31, 1885.	Allentown	Failure to connect (1½ pro rata).	$9 79	$3 51
		Failure to perform the six additional weekly trips between Kingston and Luzerne (2 miles) ordered by the Department from November 2 to December 31, 1885 (1½ pro rata).		14 05
Nov. 30; Dec. 8, 25, 31, 1885	Pittsburgh	Failure to arrive and depart		7 11
Nov. 30; Dec. 8, 25, 26, 31, 1885.	Library	do		
Oct. 21; Dec. 14, 1885		Failure round trips		3 04
Sept. 8, 1885	Elba	Failure to arrive and depart		4 18
Dec. 28, 1885		Failure on 11 miles both ways.		1 26
Oct. 13, 1885		Failure round trip		1 78
Nov. 7, 1885		Failure round trip, six times a week service.		
Dec. 14, 1885		Failure on 4 miles both ways, six times a week service,		1 17
Dec. 25, 1885		Failure round trip		3 18
Nov. 7, 1885		Failure on 16 miles both ways.		1 17
Nov. 14, 1885		Failure round trip		2 32
Dec. 26, 1885		Failure on 9½ miles both ways.		
Nov. 10, 1885		Failure on 18½ miles both ways		1 85
Nov. 7, 1885		Failure round trip		1 42
do		do		1 68
do		do		1 04
Dec. 4, 1885		Failure round trip		3 46
Dec. 14, 1885		Failure on 16⅔ miles both ways.		
Nov. 7, 1885	Demopolis	Wet and damaged mail delivered.	2 00	1 75
During fourth quarter	Chalk Bluff	Failure and refusal to supply.	20 00	
		No service performed on the extension to Letohatchie, 8 miles, from October 1 to 19, 1885.		8 38
Dec. 26 to 31, 1885		Failure 2 round trips		34 56

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE—continued.				
1886. Feb. 5	44099	Portland to The Dalles	Oreg ...	O. Rwy & Nav. Co ...	$7,487 00	$11 95
	44099	.....do	Oreg ...	.....do	.....	.....
	44099	.....do	Oreg ...	.....do	.....	.....
	44099	.....do	Oreg ...	.....do	.....	.....
	44099	.....do	Oreg ...	.....do	.....	.....
	44099	.....do	Oreg ...	.....do	.....	.....
	44099	.....do	Oreg...	.....do	.....	.....
		RAILROAD SERVICE.				
	8013	Pottsvillle to Herndon.....	Pa.....	P. & R. Rwy	5,139 47	.....
	46027	Fulton to Guerneville	Cal	S. F. & N. P. Rwy	687 84	94
	46027	.....do	Cal	.....do	.....	.....
	46039	San Francisco to Glen Ellen ...	Cal	S. Valley Rwy	955 46	1 30
	46040	San Luis Obispo to Los Alamos.	Cal	P. Coast Rwy.....	2,422 87	3 87
	46040	.....do	Cal	.....do	.....	.....
	46040	.....do	Cal	.....do	.....	.....
	46041	San Luis Obispo to Port Harford.	Cal	.....do	504 45	80
	46041	.....do	Cal	.....do	.....	.....
	46042	Mojave to Needles.....	Cal	A. & P. Rwy.....	8,716 67	11 94
	46042	.....do	Cal	.....do	.....	.....
		Remission.				
	11517	Dillon's Mills to Pilot.....	Va.....	J. M. Collins	295 00	94
		STAR SERVICE.				
Feb. 6	8323	Doylestown to Riegelsville	Pa	F. Knotzer.....	640 00	1 02
	8343	Easton to Seip's	Pa	C. W. Underwood.....	100 00	32
	8347	Sciota to Neola	Pa	.....do	90 00	28
	8393	Bloomsburgh to Pine Summit..	Pa	E. A. Doty	360 00	57
	8393	.....do	Pa	.....do	.....	.....
	8396	Orangeville to Waller.....	Pa	L. Force	299 00	47
	8398	Benton to Laporte	Pa	S. Keefer	265 02	84
	8398	.....do	Pa	.....do	.....	.....
	8476	Mehoopany to Towanda	Pa	S. D. Castleman	937 00	1 49
	8476	.....do	Pa	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Failure to supply Fisher's, Washougal, and Lyle, three times a week one way and six times a week the other way, from July 1, 1882, to December 31, 1885.		
.....	.....	Failure to supply La Camas three times a week one way and six times a week the other way, from April 10, 10, 1884, to December 31, 1885.		
.....	.....	Failure to supply Cape Horn three times a week one way and six times a week the other way, from July 1, 1883, to December 31, 1885.		
.....	.....	Failure to supply Rooster's Rock and Cascade Locks six times a week both ways, from July 1, 1882, to December 31, 1885.	.....	$11, 648 75
.....	.....	Failure to supply Chenowith three times a week one way and six times a week the other, from July 1, 1882, to September 14, 1883, and five times a week one way and six times a week the other way, from September 15, 1883, to December 31, 1885.		
.....	.....	Failure to supply White Salmon six times a week one way, from July 1, 1882, to December 31, 1885.....		
.....	.....	Credit with amount previously deducted, $1,482.91.		
Dec. 29, 1885.....	Bet. Shamokin and Herndon.	Failure one way (21.19 miles).	.....	2 22
Nov. 25, 1885	Fulton.....	Failure to arrive and depart..	.....	1 88
Nov. 24, 1885	Guerneville.....	.....do		
Oct. 19, 1885	Glen Ellen.....	Failure to depart (double pro rata).	.....	1 30
Nov. 18, 24, 26, 27, 1885	San Luis Obispo..	Failure to arrive and depart..	.....	52 24
Nov. 19, 23, 25, 1885	....do	Failure to depart		
Nov. 18, 19, 20, 23, 24, 25, 26, 27, 1885.	Los Alamos	Failure to arrive and depart ..		
Nov. 18, 19, 20, 21, 23, 25, 26, 27, 1885.	.....	Failure round trip	.....	14 40
Nov. 24, 28, 1885	.....	Failure half trip		
Nov. 20, 21, 1885	.....	.....do	.....	39 71
.....do	Bet. Daggett and Needles.	Failure one way (150.40 miles)		
Oct. 19, 23; Dec. 2, 4, 16, 1885..	Riegelsville.....	Failure to conect	.....	$2 04
Nov. 26; Dec. 25, 1885	.....	Failure total.....	.....	1 26
.....	.....	Mail bag carelessly handled by carrier, causing its damage.	$2 00	.....
Nov. 11, 14, 19, 21, 23; Dec. 1, 3, 4, 5, 7, 8, 9, 14, 23, 25, 26, 1885	Bloomsburgh	Failure to connect	9 80	4 56
During November and December, 1885.	Pine Summit.....	Failure to arrive in schedule time.		
Dec. 15, 1885.....	.....	Mail bag delivered by contractor to an unqualified person to carry over the route.	1 00	.....
Nov. 24, 1885	.....	Failure on 7 miles both ways..	.....	1 59
Nov. 28, 1885	.....	Failure on 13 miles both ways .		
Nov. 24, 25, 1885.....	.....	Failure on 17 miles one way ...	.....	2 37
Nov. 27, 28, 1875.....	.....	Failure on 8½ miles one way ..		

Remit $1 12 of the deduction noted in report for January 18, 1886, it having been shown by late evidence that the failure of October 29, 1885, was only on 7 miles, instead of 22 miles.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 6	8516	Tioga to Knoxville	Pa	V. Boreing	$499 00	$1 59
	14146	Union to Pinkney	S. C	E. T. Cason	223 12	71
	14162	Rehoboth to Abbeville	S. C	J. J. Harton	448 00	1 43
	14166	Hamburgh to Lenoir's	S. C	S. D. Castleman	155 24	74
	14166	....do	S. C	....do	....	....
	14166	....do	S. C	....do	....	....
	14199	Orangeburgh to Vance's Ferry	S. C	....do	546 00	1 75
	14293	Grahamville to O'Keiter	S. C	C. A. Ragan	137 00	....
	20505	Venter's to Sand Lick	Ky	J. A. Craft	118 54	1 13
	35369	Steele to Washburn	Dak	A. A. Call	769 00	7 37
		Remissions.				
		STAR SERVICE.				
	19166	Whitesburgh to Sneedsville	Tenn	J. C. Trent	794 00	1 26
	25356	Ahnapee to Brussell	Wis	J. L. White	406 42	1 30
	27534	Sioux Rapids to Newell	Iowa	E. M. Hardin	360 00	1 73
		STAR SERVICE.				
Feb. 8	18379	Verona to Fulton	Miss	J. D. Emerson	374 00	1 79
	18379	....do	Miss	....do	....	....
	30337	Cypress to Bermuda	La	J. L. Jones	235 00	37
	25320	Galisville to Ettrick	Wis	R. Ritter	309 00	49
		MAIL-MESSENGER SERVICE.				
	66450	Rawson to railroad station	N. Y	A. P. Markham	100 00	....
		Remission.				
		STAR SERVICE.				
	26415	Bay Lake to Aitken	Minn	B. W. Beedy	270 00	2 59
		STAR SERVICE.				
Feb. 9	8282	Reading to Shanesville	Pa	C. C. Morse	470 00	75
	8405	Conyngham to Berwick	Pa	....do	440 00	70
	8449	Pleasant Mount to Lake Coma	Pa	....do	183 00	87
	8449	....do	Pa	....do	....	....
	8452	Montrose to Binghamton	Pa	....do	830 00	1 32
	8352	....do	Pa	....do	....	....
	8452	....do	Pa	....do	....	....
	8453	Montrose to Montrose	Pa	C. W. Underwood	482 55	17
	8468	Nicholson to Carbondale	Pa	O. C. Severance	750 00	1 19
	8478	Lovelton to Duthore	Pa	P. R. Schnelby	267 00	85
	8479	Laceyville to Ruth	Pa	T. J. Shaw	240 00	76
	8485	Wyalusing to Montrose	Pa	C. N. Beers	784 00	1 25
	8485	....do	Pa	....do	....	....
	8499	Troy to Big Pond	Pa	C. C. Morse	370 00	59
	8503	Canton to Antrim	Pa	Z. T. Rice	980 00	1 56
	8503	....do	Pa	....do	....	....
	8508	Laporte to Eldredsville	Pa	C. W. Underwood	560 00	89
	8508	....do	Pa	....do	....	....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 9, 1885	.....	Failure on 12 miles both ways.	.....	$1 65
Sept. 22, 1885	Meador	Failing and refusing to visit and supply.	$20 00	.....
Dec. 11, 1885	.....	Failure on 20 miles both ways.	.....	1 90
Nov. 11, 1885	Hamburgh	Failure to arrive and depart..	10 00	2 96
Oct. 7, 10, 28, 1885	Lenoir	.....do		
.....	.....	For failing to observe schedule.		
Oct. 5, 7, 14, 16, 28, 30, 1885	Vance's Ferry	Arrived 1 hour behind schedule time, causing dissatisfaction and complaint.	3 00	.....
Oct. 1 to Nov. 25, 1885	.....	Failure to perform service	.....	20 84
Oct. 2, 9, 16, 30; Dec. 11, 18, 25, 1885.	.....	Failure total (½ pro rata)	.....	23 75
Oct. 30, 1885	Washburn	Failure to arrive and depart..	.....	7 39

Remit $1 09 of the deduction noted in report for January 30, 1886, it having been shown by the certificate of the postmaster at Sneedsville that service was performed all but 10⅝ miles each way October 30.

Remit 50 80, the deduction noted in report for November 21, 1885, it having been shown by the certificate of the postmaster at Brussels that service was regularly performed at his office from July 1 to September 30, 1885.

Remit 1 73 of the deduction noted in report for January 22, 1886, it having been shown by registers of arrivals and departures from the postmaster at Newell, Iowa, that service was performed December 30, 1885, instead of December 29, 1885.

Dec. 25, 1885	Verona	Failure to depart	.....	$1 79
Dec. 26, 1885	....do	Failure to arrive		
For Nov. and Dec., 1885	Cypress	No evidence of service	.....	19 47
.....	.....	For frequently delivering mail to carrier under 16 years of age during quarter.	$2 00	.....
.....	.....	It having been reported to the railway adjustment division that trains on the T. V. & C. R. R. ceased running on November 20, 1885.	.....	11 41

Remit $9 33 of the deduction noted in report for February 3, 1886, it having been shown by the certificate of the postmaster at Nichols, Minn., that his office was supplied during the entire month of November, 1885, and the affidavit of the assistant postmaster at Bay Lake, Minn., that service was performed from November 1 to 26, 1885, and that carrier failed on only 8 miles one way, November 27 and 28, 1885.

Nov. 26, 1885	.....	Failure total	.....	$1 50
Nov. 24, 25, 1885	.....	Failure round trip		1 40
Oct. 28, 31; Nov. 4, 7, 11, 14; Dec. 28, 31, 1885.	Lakin	Failure to supply	$5 00	.....
Nov. 15 to 30; Dec. 1 to 27, 1885.	....do	Irregular supply		
Nov. 24, 1885	Montrose	Failure to arrive		
Nov. 25, 1884	....do	Failure to depart	.....	2 64
.....do	Binghamton	Failure to arrive and depart ..		
Nov. 25 to 26, 1885	.....	Failure total	.....	1 54
Oct. 21, 1885	Royal	Mail bag received wet	1 00	.....
Nov. 26, 1885	.....	Failure on 11 miles both ways.	.....	1 33
Nov. 24, 1885	.....	Failure on 14½ miles both ways.	.....	1 04
During fourth quarter, 1885..	.....	Failure at Rushville (a schedule point) to arrive from Montrose in schedule time 63 times.	12 60	1 29
Nov. 25, 1885	.....	Failure on 14 miles both ways.		
Nov. 24, 25, 1885	.....	Failure total	.....	2 36
Nov. 24, 1885	.....	Failure on 22 miles both ways.	.....	5 40
Nov. 26, 1885	.....	Failure total		
Nov. 24, 1885	.....	Failure on 15 miles one way...	.....	1 33
Nov. 25, 26, 1885	.....	Failure on 7½ miles one way...		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 9	8509	Eldredsville to Canton	Pa	C. C. Morse	$318 00	$1 01
	8518	Mansfield to Willsborough	Pa	C. W. Underwood	240 00	76
	8521	Pike Mills to Brookland	Pa	J. A. Cloos	339 17	54
	8526	Rutland to Seeley Creek	Pa	C. C. Morse	347 00	55
	8532	Trout Run to Barbour's Mills	Pa	do	333 00	1 60
	8532	do	Pa	do		
	8532	do	Pa	do		
	8532	do	Pa	do		
	8564	Duncannon to Keystone	Pa	J. C. Roberts	150 00	72
	17522	Ferryville to Wilsonville	Ala	C. C. Morse	733 00	1 38 48
	17522	do	Ala	do		
	20212	Harrodsburgh to Harrodsburgh, via Antioch.	Ky	W. H. Smith	360 00	1 15
	20212	do	Ky	do		
	20415	Harlan to Hazard	Ky	William O. Davis	339 00	1 62
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	22258	Nashville to Mount Moriah	Ind	V. Boreing	215 00	1 03
	22332	Bowling Green to Spencer	Ind	W. H. Smith	467 00	1 49
	22332	do	Ind	do		
	25356	Ahnapee to Brussels	Wis	J. L. White	364 95	1 16
	30155	Edgerly to Merryville	La	J. B. Colegrove	396 95	3 81
	30155	do	La	do		
	30361	Natchitoches to Winfield	La	R. A. Morgan	340 00	3 26
	31504	Cleveland to Tarkington's Prairie.	Tex	B. W. Beedy	189 00	60
	33532	Hickman to Fall River	Kans	V. Boreing	178 00	
	34391	Long Pine to Springview	Nebr	S. A. Pond	274 41	2 63
	34391	do	Nebr	do		
		Remissions.				
		RAILROAD SERVICE.				
	23007	Chicago to Burlington	Ills	C., B. & Q. R. R	144,426 60	52 25 197 84
		STAR SERVICE.				
	13398	Macon to Ransom's Bridge	N. C	A. Easley	242 88	77
	17343	Centreville to Theo	Ala	G. W. Chambers	139 99	1 34
	35162	Ellendale to Jamestown	Dak	B. Magoffin	1,485 04	1 26
		STAR SERVICE.				
Feb. 10	8606	New Oxford to Mount Holly Springs.	Pa	I. W. Trostel	498 00	79

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 24, 1885		Failure on 12 miles both ways.		$1 27
Nov. 26; Dec. 10, 12, 1885	Mansfield	Failure to arrive and depart		2 28
During Dec., 1885		Failure to perform service in accordance with the schedule.	$1 50	
Nov. 24, 25, 26, 27; Dec. 9, 10, 1885.		Failure on 6½ miles one way		1 82
Oct. 23, 1885	Trout Run	Failure to arrive		
Oct. 24, 1885	do	Failure to depart		
Oct. 23, 1885	Barbour's Mill	do		3 20
Oct. 24, 1885	do	Failure to arrive		
Nov. 24, 1885	Six times a week service.	Failure total		1 44
Nov. 7, 1885		Failure round trip		
Dec. 14, 1885		Failure on 4 miles both ways.		27
Dec. 8, 1885	Harrodsburgh	Failure to arrive and depart		
Dec. 10, 1885	Antioch	do		2 30
Dec. 5, 1885	Harlan	Failure to arrive		
Dec. 7, 28, 1885	do	Failure to depart		
Dec. 4, 1885	Hazard	Failure to arrive and depart		
Dec. 9, 1885		Failure on 12 miles both ways.		
Dec. 11, 1885		Failure on ¼ mile	2 00	7 58
Dec. 12, 1885		Failure on 12 miles both ways		
		For failures of Dec. 5, 7, 28, and 4, make ½ pro rata.		
Oct. 3, 10, 17, 24, 31; Nov. 14, 21, 28; Dec. 19, 26, 1885.	Harlan	Failure to arrive until next days		
Oct. 17, 21, 24, 28, 31; Nov. 3, 7, 10, 14, 17, 21, 24, 28; Dec. 1, 5, 8, 12, 15, 19, 22, 26, 29, 1885.	do	Failure 4 miles both way		12 94
Nov. 26, 1885	do	Failure on 16 miles both ways.		
Dec. 8, 1885	do	Failure on 9 miles both ways		2 70
Dec. 10, 1885	do	Failure half trip		1 16
Dec. 25, 1885	Edgerly	Failure to arrive and depart		
During December, 1885	Merryville	No evidence of service		20 53
		Failure 1 trip in week Dec. 21 to 27.		6 52
For fourth quarter, 1885	Cleveland	No evidence of service		23 62
In fourth quarter, 1885	do	No service		44 50
Nov. 11, 18; Dec. 9, 16, 23, 30, 1885.	Springview	Failure to arrive		
Nov. 12, 19; Dec. 10, 17, 24, 31, 1885.	do	Failure to depart		15 78

Remit $26.12 of the deduction noted in report for week ended November 1, 1885, it having been shown by the affidavits of S. E. Crance, superintendent Hannibal and Saint Joseph Railroad, and F. C. Rice, superintendent of the Galesburg Division of the Chicago, Burlington and Quincy Railroad Company, that the failure of train No. 8, September 18, 1885, was not due to negligence, misconduct, or want of proper skill on the part of the agents and employés of the company.

Remit 74 of the deduction noted in report for January 13, 1886, it having been shown by the statement of the contractor, the correctness of which is certified to by the postmaster at Salisbury, that service was performed to within one-quarter of a mile of Ransom's Bridge December 15.

Remit 09 of the deduction noted in report for February 4, 1886, it having been shown by a re-examination of the case that the annual pay is $132.99 instead of $139.99, as stated, and that the price of a half trip is $1.27 only, and in consequence the deduction is excessive to the amount of 9 cents.

Remit 2.52 of the deduction noted in report for January 22, 1886, it having been shown by certificates of postmasters that there was no failure between Ellendale and La Moure December 25 and 26, 1885.

Oct. 6, 10, 12, 14, 22; Dec. 12, 14, 17, 25, 1885.		Failed at York Sulphur Springs to arrive from Mount Holly Springs in schedule time.	$2 25	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Feb. 10	8607	York Sulphur Springs to Gettysburgh.	Pa.....	L. W. Trostel.....	$192 00	$0 61
	8622	Concord to Honey Grove	Pa.....	B. W. Beedy	416 00	66
	8622	.....do	Pa.....	.....do	.....	.....
	8643	Spruce Creek to Pine Grove Mills.	Pa.....	B. F. Croute.....	459 70	73
	8684	Somerset to Hooversville	Pa.....	C. W. Underwood.....	680 00	1 08
	8686	Somerset to Jones's Mills.....	Pa.....	J. T. Stauffer.....	500 00	79
	8695	Somerset to Shanksville	Pa.....	J. B. Colegrove	377 00	60
	8701	Meyersdale to Summit Mills...	Pa.....	J. H. Slicer	114 75	18
	8798	Indiana to Smicksburgh.....	Pa.....	C. W. Underwood.....	620 00	99
	8773	Washington to Wellsburgh....	Pa.....	T. Lane.....	689 00	1 10
	8780	McDonald to Woodrow.....	Pa.....	B. W. Beedy	338 00	53
	31284	Whitman to Courtney	Tex....	A. E. Boone.....	77 00	74
	45177	Battle Mountain to Desmond...	Nev ...	V. H. Pease.....	740 00	7 11
	45177	Battle Mountain to Haas	Nev ...	.....do	740 00	7 11
		MAIL-MESSENGER SERVICE.				
	69205	Keepsville to railroad.....	Pa.....	A. E. Fitzgerald	73 00	.....
		RAILROAD SERVICE.				
	8126	Bowmansdale to Shippensburgh	Pa	H. & P. R. R	1,387 23	.....
		Remissions.				
	23299	Salem to Mount Vernon	Ill	R. Ritter.....	363 00	1 16
		STAR SERVICE.				
Feb. 11	8783	Venetia to Lawrence	Pa.....	B. W. Beedy	288 00	46
	8801	Condersport to Cross Fork	Pa.....	B. F. Crouse	343 00	1 64
	8804	Costello to Sinnamahoning	Pa.....	B. H. Thompson	313 00	1 00
	8816	Lock Haven to Haneyville.....	Pa.....	C. W. Glover.....	160 00	1 53
	8825	Lemont to Pine Grove	Pa.....	J. N. Evarts	203 50	32
	8825	.....do	Pa.....	.....do	.....	.....
	8847	Brookville to Brockwayville...	Pa.....	B. W. Beedy	340 00	1 08
	8856	Punxsutawney to Grampian Hills.	Pa.....	L. E. Chappel.....	264 00	1 26
	8861	New Bethlehem to Mahoning..	Pa.....	C. W. Underwood.....	790 00	1 26
	8863	Clarion to Sligo.....	Pa.....	Z. T. Rice.....	423 00	67
	8880	Warren to Steamburgh.....	Pa.....	L. E. Chappel	489 00	1 56
	8880	.....do	Pa.....	.....do	.....	.....
	8907	Hilliard's to Petrolia	Pa.....	B. W. Beedy	334 00	53
	8918	Smith Eerry to Burgettstown .	Pa.....	C. W. Underwood.....	610 00	87
	8946	Meadville to Vallonia.....	Pa.....	B. W. Beedy	94 00	15
	8999	New Paris to Scalp Level.....	Pa.....	J. B. Colegrove	329 00	1 05
	14263	Geoogetown to Kingstree.....	S. C....	F. J. Logan	888 00	2 84
	14263	.....do	S. C	.....do	.....	.....
	14263	.....do	S. C....	.....do	.....	.....
	15194	Yorkville to Rockmart	Ga.....	V. Boreing.....	94 00	.....
	27532	Sioux Rapids to Ayrshire	Iowa ..	B. W. Beedy	363 82	1 75
	27532	.....do	Iowa ..	.....do	.....	.....
	27532	.....do	Iowa ..	.....do	.....	.....
	27532	.....do	Iowa ..	.....do	.....	.....
		MAIL MESSENGER SERVICE.				
	66672	Birdsall to railroad	N. Y...	Flint and Ostrander ..	75 00	.....
	68082	Marlborough to railroak.....	N. J ...	W. H. Heyer.....	75 00	.....
	69009	Alum Rock to railroad	Pa.....	H. C. Boreing	52 00	08

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Oct. 2, 21, 23; Nov. 11, 16, 27; Dec. 4, 9, 16, 18, 23, 25, 30, 1885.	....	Failed at York Sulphur Springs to arrive in schedule time.	$3 25	.....
Dec. 3, 4, 8, 10, 11, 14, 17, 18, 21, 22, 23, 24, 26, 29, 31, 1885.	Honey Grove	Failure to arive in schedule time.	4 00	.....
Dec. 31, 1885	....do	Wet pouch		.....
Nov. 19, 25, 1885	.....	Failure total	.....	$2 92
Nov. 26; Dec. 25, 1885	Somerset	Failure to arrive and depart..	.....	2 16
.....do	.....	Failure total	.....	3 26
Dec. 25, 1885	.....	.....do	.....	1 20
Oct. 3, 5, 12, 13, 14, 15, 16; Nov. 12, 18, 19, 21; Dec. 9, 11, 15, 16, 21, 22, 23, 24, 30, 31, 1885.	.....	Failure at Summit Mills to arrive in schedule time.	2 10	.....
Nov. 21, 1885	.....	Carrier intoxicated	1 00	.....
.....	.....	Washington mail pouches always received wet, muddy, or dirty, in consequence of being improperly conveyed over the route.	3 00	.....
Oct. 23, 24, 1885	.....	Failure total (double pro rata)	.....	4 24
November and December, 1885	Whitman	No evidence of service	.....	6 38
In third quarter, 1885	.....	Failure	.....	185 00
Oct. 5 and 6, 1885	.....	Failure one round trip	.....	14 23
In third quarter, 1885	On the route	No service performed	.....	18 25
Nov. 5 to Dec 31, 1885	Between Bowmansdale and D. & M. Junction.	No service (3.63 miles)	.....	24 04

Remit $0 85 of the deduction noted in report for January 18, 1886, it having been shown by statement of postmaster and sub-contractor that carrier only failed both ways over 3 miles instead of on a half trip, for which deduction was made.

Dec. 25, 1885	.....	Failure total	.....	$1 00
In fourth quarter, 1885	.....	Failure to perform service in schedule time.	$5 00	.....
Oct. 12, 14, 16, 19, 21, 23, 26, 30, 1885.	Sinnamahoning ...	Failure to connect	4 00	.....
Oct. 2, 9, 16, 22, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18, 25, 1885.	Haneyville	Failure to arrive in schedule time.	6 50	.....
Nov. 24, 1885	.....	Failure total	.....	1 00
Nov. 25, 1885	Lemont	Failure to arrive and depart..		
Nov. 24; Dec. 5, 1885	.....	Failure on 5 miles both ways	.....	1 20
Oct. 17, 1885	.....	Failure on 13 miles both ways.	.....	1 42
Dec. 7, 1885	.....	Failure on 12 miles both ways.	.....	1 22
Nov. 18, 1885	Sligo	Mail received wet	1 00	.....
Nov. 25, 27; Dec. 16, 18, 1885 ..	Steamburg	Failure to arrive and depart..		
Nov. 26, 28; Dec. 17, 19, 1885 ..	Warren	Failure to arrive and depart (double pro rara).	.....	24 96
July 1 to Aug 20, 1885	Baldwin	Failure to supply	5 72	.....
Dec. 5, 1885	.....	Failure total	.....	1 94
Oct. 3, 5, 17, 19, 22, 23, 26, 29, 30; Nov. 23, 28; Dec. 23, 1885.	Vallonia	Failure to connect	1 20	.....
Nov. 24, 1885	.....	Failure on 12 miles both ways.	.....	1 48
Oct. 12, 1885	Georgetown	Failure to depart		
Oct. 18, 1885	....do	Failure to arrive	.....	4 26
Oct. 12, 1885	Kingstree	.....do		
Dec. 1 to 31, 1885	.....	No service performed	.....	7 91
Nov. 6, 1885	Sioux Rapids	Failure to depart		
Nov. 7, 1885	....do	Failure to arrive	.....	3 50
Nov. 6, 1885	Ayrshire	.....do		
Nov. 7, 1885	....do	Failure to depart		
Oct. 14 to Nov. 15, 1885	On the route	Failure to perform service	.....	6 73
Nov. 8, 1885	....do	No service	.....	20
In fourth quarter, 1885	....do	Failure three trips	.....	24

Fines imposed on contractors and deductions made from

Date of order	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886.						
Feb. 11	69349	Pittsfield to railroad	Pa.	C. W. Briggs	$162 00	
	73047	Harriston to railroad	Va	L. O. Coleman	97 50	$0 31
	79024	Hokes Bluff to steamboat landing.	Ala	J. Barnes	98 00	47
	80067	Stoneville to railroad	Miss	E. Miley	180 00	25
		Remissions.				
		RAILROAD SERVICE.				
	15013	Rome to Brunswick	Ga	E. T., V. & G. Rwy	24, 160 39	33 09
	23014	Rock Falls to Shabbona	Ill	C., B. & Q. Rwy	1, 977 18	3 15
	23071	Aurora to Turner	Ill	do	536 94	85
	23027	Yuma to Warwick	Kans	C. B. of U. P. Rwy	1, 319 26	2 10
		STAR SERVICE.				
	27389	Wilton Junction to Tipton	Iowa	R. Filson	472 50	75
		Special report.				
		RAILROAD SERVICE.				
	28044	Bigelow to Burlington	Mo	K. C., St. J. & C. B. R. R.	1, 619 95	2 58
		STAR SERVICE.				
Feb. 12	9053	Bethlehem to Petersville	Pa	T. Barto	385 00	61
	9096	Picture Rocks to Forksville	Pa	C. W. Underwood	990 00	1 58
	14286	White Hall to Hendersonville	S. C	J. D. Smith	116 00	55
	15256	Eatonton to Clopton	Ga	S. D. Castleman	84 00	
	17350	Prattville to Jones's Switch	Ala	John Rucker	301 38	1 04
	17353	Wetumpka to Rockford	Ala	J. J. Campbell	425 00	2 94
	17354	Wetumpka to Dadeville	Ala	do	550 00	2 64
	17354	do	Ala	do		
	17360	Butter to Melvin	Ala	G. W. Chambers	206 00	1 98
	17363	Waynesborough to Melvin	Ala	do	581 00	1 86
	25356	Ahnapee to Brussels	Wis	J. L. White	406 42	1 30
		Remission.				
		STAR SERVICE.				
	11555	Floyd C. H. to Hillsville, via Mira Fork.	Va	J. E. Gardner	697 00	1 11
		STAR SERVICE.				
Feb. 13	10232	Millersville to Sunderland	Md	B. W. Beedy	1, 470 00	2 34

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	On the route.....	Intrusting mail to an unsworn person.	$2 50	.....
.....	....do	Failure one trip	.....	$0 31
Oct. 2, 1885.....	....do	Failure to perform service....	.....	47
In fourth quarter, 1885	....do	Failure seventeen trips.....	.....	4 25

Remit $215 08 of the deduction noted in report for week ended July 25, 1875, it having been shown by the affidavit of J. H. Garner, master of trains, and W. M. Berryman, agent at. Brunswick, corroborated by the reports of the postmaster at Brunswick, that the failures of April 9, 10, 11 were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company, and that there were no failures on June 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30, 1885.

Remit 1 09 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of George Alexander, superintendent of the Chicago Division of the Chi Burlington and Quincy Railroad Company, and a re-examination of the registers of arrivals and departures, that on February 9, 10, 17, 19, 1885, there was an aggregate of 16.079 miles one way more service performed by the company than it was credited with.

Remit 2 05 of the deduction noted in report for week ended April 11, 1885, it having been shown by the affidavit of George Alexander, superintendent Chicago division of the Chicago, Burlington and Quincy Railroad Company, and a re-examination of the reports of postmasters, that on February 9, 11, 1885, there was an aggregate of 11.44 miles one way more service performed by the company than it was credited with, and that the company should be credited with the price of a quarter trip February 12, 17, and March 11, 1885 (arrivals at Aurora).

Remit 2 10 of the deduction noted in report for week ended January 31, 1885, it having been shown by the affidavit of W. W. Fagan, superintendent Central Branch Union Pacific Railroad Company, corroborated by the statement of the postmaster at Warwick, Kans., that the mail due to arrive at that place at 10.10 p. m. December 31, 1884, arrived January 1, 1885, at 7.30 a. m.

Remit 59 of the deduction noted in report for January 21, 1886, it having been shown by certificate of postmaster at Tipton and the affidavit of carrier that the mail carrier failed on only 11 miles each way of route December 31, 1885.

Aug. 27, 1885.....	On the route.....	Failure round trip	.....	$5 16
Dec. 25, 1885	.....	Failure total.....	.....	1 21
Oct. 21, 1885	Forksville	Failure to arrive and depart ..	.....	1 58
In fourth quarter, 1885.....	.....	No service performed.....	.....	29 00
Oct. 1 to 17, 1885	.....	No evidence of service.....	.....	3 88
During October, 1885.....	.....	Failure 5½ round trips	.....	15 84
Nov. 7, 1885.....	Rockford	Failure to arrive and depart ..	.....	2 04
Nov. 10; Dec. 15, 1885.....	Wetumpka	Failure to arrive and depart	.....	7 92
Oct. 21, 1885	Dadeville	.....do.		
Dec. 25, 1885	.....	Failure round trip	.....	3 96
Nov. 12, 1885.....	.....	Failure on 17½ miles both ways.	.....	2 28
.....	.....	It appearing that the failure of December 10, 1885, as stated in order of February 9, 1886, occurred prior to date of curtailment of route, and that the price of a half should be stated as $1.30 instead of $1.16, therefore deduct.....	.....	14

Remit $3 01 of the deduction noted in report for January 14, 1886, it having been shown that the failures of October 29, November 7, and December 9, 1885, were only on 1½ miles each way.

Oct. 16, 1885	On the route.....	Failure on 18½ miles both ways (1½ pro rata).	.....	$2 98

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		RAILROAD SERVICE.				
1886. Feb. 13	28006	Kansas City to U. P. transfer..	Mo	K. C., St. J. & C. B. R. R.	$24,492 30	$10 02 47 24
		STAR SERVICE.				
	13118	Franklin to Clayton.....	N. C...	J. C. Hodgkins.....	500 00 512 00	79 81
	19348	Gainesborough to Celina.....	Tenn ..	G. A. Denham.....	114 00	1 09
	19578	Woodlawn Mills to Protemus..	Tenn ..	W. B. Catching.....	255 12	1 22
	19598	Spencer to Doyle's Station.....	Tenn ..	Evan Jones.....	284 00	45
		STAR SERVICE.				
Feb. 15	3775	Hackney to Zollarsville.....	Pa.....	B. W. Beedy.....	360 00	57
	8465	Rushville to Hawleyton.....	Pa.....	R. Farrar.....	358 00	1 14
	8465	.....do	Pa.....	.....do	.....	.....
		MAIL-MESSENGER SERVICE.				
	85192	Ripley to railroad.....	Ind....	W. R. Easton.....	75 00	.....
	87070	Custer to railroad.....	Ill.....	Wm. Small.....	60 00	.....
	87070	.....do	Ill.....	.....do	60 00	.....
	89025	Bradley to railroad.....	Mich ..	E. Tefft.....	70 00	.....
	90059	Gravesville to railroad.....	Wis ...	Jas. Crawford.....	80 00	.....
	91139	Stanton to railroad.....	Minn ..	F. A. Gondy.....	75 00	.....
	92188	Redding to railroad.....	Iowa ..	N. B Allen.....	74 00	.....
	97056	Plantersville to railroad.....	Tex ...	J. W. Frost.....	95 00	15
	107011	Lemitar to railroad.....	N. Mex	L. B. Y. Gonzales....	180 00	49
	114065	Windsor to railroad.....	Cal	J. V. Williamson.....	119 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	11013	Lynchburgh to Bristol.....	Va.....	N. & W. Rwy.....	37,574 85	51 47
				R. P. O. Cars.....	8,864 00	.....
	11013	.....do	Va.....	N. & W. Rwy.....	37,574 85	51 47
	23034	Springfield to Gilman	Ill.....	Ill. Central Rwy.....	6,360 78	10 16
		STAR SERVICE.				
	45168	Hawthorne to Coryville.....	Nev ...	V. H. Pease.....	1,660 00 553 34	2 65
		STAR SERVICE.				
Feb. 16	10105	Baltimore to Randallstown....	Md	H. S. Jean	400 00	63
	10131	Darlington to Havre de Grace.	Md	B. W. Beedy	348 00	55
	10131	.....do	Md	.....do	.....	.....
	10190	Crisfield to Tangier.....	Md	T. Cracket.....	220 00	1 05

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $20 04 additional of the deduction noted in report for week ended July 18, 1885, it having been shown by the affidavit of J. R. Hardy, superintendent of the K. C., St. J. & C. B. Railroad Company, that the failures at Kansas City, Mo,, of train No. 4, May 8, and No. 12, April 14, May 12, and June 27, 1885, to connect with depending mails were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 33 of the deduction noted in report for January 12, 1886, it having been shown by the affidavit of J. H. Addington & Sons, carriers on route No. 13118, that service was performed over 18 miles each way November 7.

Remit 21 of the deduction noted in report for January 21, 1886, it having been shown by the statement of the carrier, the correctness of which is certified to by the postmaster at Gainesborough, that service was performed over 2 miles each way November 7.

Remit 1 67, the deduction noted in report for January 22, 1886, it appearing upon an examination of this case that the failures occurred on route No. 19598.

Remit 54 of the deduction noted in report for January 12, 1886, it having been shown by the register from Spencer, under date of November 7, 1885, that service was performed over 6 miles each way November 7, and that carrier failed on 3½ miles each way October 30.

Nov. 26, 1885		Failure total		$1 14
Nov. 24, 1885	Rushville	Failure to arrive		1 14
Nov. 25, 1885	do	Failure to depart		
Oct. 1 to 30, 1885	On the route	Mail carried by postmaster		6 11
Oct. 1 to Nov. 1, 1885	do	No service performed		5 21
In third quarter, 1885	do	do		15 00
Nov. 3, 1885	do	No service		19
Nov. 30, 1885	do	do		22
Dec. 21, 22, 23, 24, 1885	do	No service performed		82
Dec. 19, 1885	do	Intrusted mail-station agent unsworn	$1 00	
Nov. 29, Dec. 13, 1885	do	Failure one trip each		30
In Dec. 1885	do	Failure to connect twice		98
Dec. 18 to 31, 1885	do	Failure to perform service		4 52

Remit $51 47, the deduction noted in report for week ended October 24, 1885, it having been shown by a re-examination of the evidence in the case that the failures of July 7 and August 6, 1885, to connect with depending mails were due to waiting on delayed trains of the E. T. V. & G. Railroad Company at Bristol.

Remit 103 00 the fine noted in report for week ended January 25, 1886, it having been shown by the affidavit of Jas. C. Cassell, train-master of the Norfolk and Western Railroad Company and a re-examination of the evidence that the failures at Lynchburgh to connect with the depending mails December 7, 13, 16, 18, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 2 45, additional o fthe deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of H. S. Casttes, conductor on the Springfield division of the Illinois Central Railroad Company, that the failures to carry the south-bound mail between Guthrie and Belle Flower (15.61 miles) February 9, and between Gibson and Belle Flower (11.65 miles) July 10, 1885, were due to heavy rain-storms, which washed away the track; but that the mails thus delayed were carried to their destination on train No. 1, July 11, 1885.

Remit 2 65, the deduction noted in report for January 29, 1886, it having been shown by certificate from post-master at Hawthorne that service was performed December 31, 1885, he having failed to note arrival and departure on his report.

Dec. 25, 1885	On the route	Failure total		$1 26
Oct. 1, 2, 6, 7, 8, 12, 13, 15, 16, 17, 20. 21, 24; Nov. 27, 28; Dec. 8, 9, 11, 12, 14, 16, 19, 21, 22, 23, 24. 31, 1885.	Darlington	Failure to arrive in schedule time.	$8 00	
Nov. 11, 23; Dec. 21, 22, 23, 1885.	Havre de Grace	Failure to connect		
Oct. 30, 1885		Failure total		2 10

Fees imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Feb. 16.	10307	Cumberland to Flint Stone....	Md	R. H. McCleave.....	$513 58	$0 82
	10308	Cumberland to Hazen	Md	W. H. Smith	244 00	38
	10308	.....do	Md	.....do	.....	.....
	46147	Yreka to Callahan's Ranch	Cal	O. J. Salisbury.....	3,197 44	5 10
	46147	.....do	Cal	.....do	.....	.....
	46147	.....do	Cal	.....do	.....	.....
	46147	.....do	Cal	.....do	.....	.....
	46147	.....do	Cal	.....do	.....	.....
		STEAMBOAT SERVICE.				
	10095	Baltimore to Crisfield to Wilson's Wharf.	Md	E. S. St. Bt. Co	4,200 00	6 23 6 70
	10095	.....do	Md	.....do	.....	6 24 6 71
	10095	.....do	Md	.....do	.....	.....
		Remissions.				
		RAILROAD SERVICE.				
	24006	Detroit to Chicago.....	Mich ..	Mich. Cent. Rwy	84,341 13	24 50 115 53
		STAR SERVICE.				
	27422	Marion to West Prairie.....	Iowa ..	J. A. Craft	194 62	.....
	32113	Atoka to Ultima Thule.....	Ind. T.	John Cross	1,645 00	7 90
		STAR SERVICE.				
Feb. 17	8506	Barclay to Long Valley.....	Pa.....	C. C. Morse	146 00	23
	8771	Monongahela City to Garwood.	Pa.....	J. L. Jones	359 31	37
	8771	.....do	Pa.....	.....do	.....	.....
	17157	Friendship to Brooksville.....	Ala ...	G. C. Brassfield	176 00	84
	17284	McElderry to Delta	Ala ...	W. F. Hansberger	341 89	.....
	17312	Brierfield to Tiomis.....	Ala ...	J. J. Campbell	248 89	34 14
	17312	.....do	Ala ...	.....do	.....	.....
	20603	Hyden to Salt Trace.....	Ky	G. C. Brassfield	142 88	1 37
		Remissions.				
		STAR SERVICE.				
	13190	Patterson to Globe	N. C ...	H. N. Woodruff.....	104 00	50
		STAR SERVICE.				
Feb. 18	25390	Ellsworth to River Falls	Wis ...	E. F. Warren	470 00	75
	66028	Baldwin to railroad.....	N. Y...	G. W. Baldwin.....	96 00	.....
	66028	.....do	N. Y...	.....do	96 00	.....
	85210	Slate Cut to railroad.....	Ind ..	Mrs. P. B. Crawford...	20 00	.....
	85278	Marmont to railroad.....	Ind....	O. Fletcher	72 00	11
	91035	Fridley to railroad.....	Minn ..	C. M. Locke.....	52 00	17
	91131	Central to railroad.....	Minn ..	T. Rothwell.....	72 00	.....
	108004	Saint Joseph to railroad	Ariz ...	J. McLaws	100 00	27
		RAILROAD SERVICE.				
	13017	Alma to Plainview	N. C ...	A. & L. R. R. R	550 62	56

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 26; Dec. 25, 1885		Failure total		$3 28
Nov. 26, 1885	Cumberland	Failure to arrive and depart		1 14
Dec. 25, 1885		Failure total		
do	Yreka	Failure to arrive		12 75
Dec. 26, 1885	do	Failure to depart		
Nov. 5; Dec. 24, 1885	Callahan's Ranch	Failure to arrive		
Dec. 26, 1885	do	Failure to depart		
Oct. 30, 1885	Baltimore	Failure to arrive and depart		178 67
Dec. 1 to 31, 1885	Between Baltimore and Crisfield.	Failure 9 trips		
do	Between Crisfield and Wilson's Wharf.	Failure 4½ trips		

Remit $147 15 of the fine noted in report for January 16, 1886, it having been shown by the affidavits of E. C. Brown, general superintendent of the Michigan Central Railroad Company, that the failures of train No. 5, December 7; and No. 9, October 2, 17, December 7, 10, at Chicago; and No. 10, October 2, 17, 29, November 6, 7, 19, 20, at Detroit, to connect with depending mails, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 26 56 of the deduction noted in report for January 26, 1886, it having been shown by a re-examination of the evidence that the train with railway post-office car and mail due at Hagerstown, November 1, at 12.30 p. m., arrived at 3.45 a. m. November 2, and that the train of November 2 also arrived at 12.35 p. m.

Remit 10 82, the deduction noted in report for week ended November 14, 1885, it having been shown by affidavit of the late postmaster at West Prairie, Iowa, that service was properly performed from July 1 to August 10, 1885.

Remit 7 90, the deduction noted in report for January 22, 1886, it having been shown by certificate of postmaster at Atoka that service was performed October 1 and 3.

Nov. 30; Dec. 1, 2, 1885		Failure total		$1 38
Oct. 21, 1885	Garwood	Failure to arrive and depart		3 99
Nov. 23, 24, 26, 1885		Failure total		
In fourth quarter, 1885		Failure one and a third round	trips	2 24
During December, 1885	Between Buckeye and Delta.	No service performed		8 37
Dec. 25, 1885	Six times a week service.	Failure round trip		1 00
do	Three times a week service.	Failure round trip		
Oct. 28, 1885		Failure on 18 miles both ways		1 76

Remit $0 40 of the deduction noted in report for January 12, 1886, it having been shown by the statement of the subcontractor, the correctness of which is certified by the postmaster at Risdon, N. C., that service was performed over 6 miles each way November 7.

Jan. 4, 9, 1886	On the route	Failure to perform service		$3 00
Jan. 1 to Feb. 9, 1886	do	do		10 67
Oct. 25 to Dec. 31, 1885	do	do		17 74
In fourth quarter, 1885	do	No evidence of service		5 00
Nov. 25, 1885	do	Failure one trip		11
In fourth quarter, 1885	do	do		17
Dec. 3 to 31, 1885	do	Failure to perform service		5 67
In fourth quarter, 1885	do	Failure one trip		27
Dec. 6, 1885	do	Failure round trip		1 12

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		RAILROAD SERVICE.				
1886. Feb. 18	28044	Bigelow to Burlington Junction.	Mo	K. C., St. J. and C. B. R. R. Co.	$1,619 95	$2 58
	33006	Kansas City to Ottawa	Kans ..	Southern Kans. R. R. Co.	7,788 49	10 66 5 74
		STAR SERVICE.				
	28304	Slater to Little Rock	Mo	M. E. Hardin.....	348 94	55
	44189	The Dalles to Mitchell	Oreg...	H. R. Eastman	4,220 00	13 52
	44190	The Dalles to Wapinita.....	Oreg...	W. H. Ridenbaugh...	1,445 20	4 62
	44190	Hay Creek to Warm Springs ..	Oreg...	.....do	785 43	2 51
	44190	Bake Oven to Prineville.....	Oreg...	.....do	2,073 54	6 64
		STAR SERVICE.				
Feb. 19	8484	Wyalusing to Wilmot.....	Pa.....	C. W. Underwood	145 00	46
	8799	Coudersport to Con.....	Pa.....	C. G. Tripp.....	397 00	63
	8908	Renfrew to Maharg.....	Pa.....	B. W. Beedy.....	130 00	41
		MAIL-MESSENGER SERVICE.				
	91075	Osseo to railroad station.....	Minn ..	A. Gervais.....	145 00	.....
		RAILROAD SERVICE.				
	18019	Vicksburgh to Sunrise.....	Miss...	L., N. O. & T. R. R.....	8,756 67	11 99
	18019	Vicksburgh to Memphis.....	Miss...	.....do	19,954 00	27 33
	18019	.....do	Miss...	.....do	.....	.....
	18019	.....do	Miss...	.....do	.....	.....
	18019	.....do	Miss...	.....do	.....	.....
	18019	.....do	Miss...	.....do	.....	.....
	18019	.....do	Miss...	.....do	.....	.....
	18019	.....do	Miss...	.....do	.....	.....
		Remissions.				
		RAILROAD SERVICE.				
	27007	Creston to Hopkins.....	Iowa ..	C., B. & Q. R. R.....	3,371 23	5 38
		STAR SERVICE.				
	46297	Soledad to San Luis Obispo....	Cal	C. H. Cotter.....	13,210 83	10 18
	46299	.....do	Cal	.....do	7,435 87	.....
		STAR SERVICE.				
Feb. 20	17244	Olio to Bruner	Ala	C. C. Brassfield.....	184 84	88
	17323	Marble Valley to Traveller's Rest.	Ala	.....do	353 00	1 69
	17323	.....do	Ala	.....do	.....	.....
		RAILROAD SERVICE.				
	13017	Alma to Plainview.....	N. C...	A. & L. R. R. R.....	550 62	87

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $1 67 of the deduction noted in report for February 11 (special), 1886, it having been shown by the affidavit of J. R. Hardy, superintendent Kansas City, Saint Joseph and Council Bluffs Railroad Company, that service was performed one way between Skidmore and Bigelow (20.81 miles) August 27, 1885.

Remit 6 00, the deduction noted in report for February 3, 1886, it having been shown by the affidavit of J. C. Barnes, superintendent of the Southern Kansas Railroad Company, that the failures of train No. 4 to connect with depending mails at Kansas City, Mo., November 17, December 14, 1885, were not due to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 1 10, the deduction noted in report for January 23, 1886, it having been shown by the statement of the postmaster at Slater that his office was closed December 25, 1885, and he having previously notified carrier that said office would be closed that date.

Remit 67 60, the deduction noted in report for week ended April 25, 1885, it having been shown by the evidence on file in the office that the interruption to the service was caused by a severe snow-storm, and that the subcontractors made all reasonable efforts to perform the service, and sustained losses in so doing.

Remit 110 22, the deduction noted in report for week ended April 25, 1885, it having been shown by evidence on file in the office that the interruption to the service was caused by a severe snow-storm, and that the subcontractors made all reasonable efforts to perform the service, and sustained losses in so doing.

For fourth quarter 1885	Wilmot	No evidence of service		$18 13
Oct. 1 to Dec. 31, 1885	Colesburgh	Failure to supply	$10 00	
For fourth quarter 1885	Maharg	No evidence of service		16 25
Oct. 10, 1885	On the route	Failure to perform service		39
Sept. 8 to Oct. 12, 1884	Between Sunrise and Arcola.	Only 3 times a week service performed.		
Jan. 12, 18, 1885	Vicksburgh	Failure to arrive		
Jan. 13, 14, 1885	....do	Failure to depart		
Jan. 1, 2, 3, 1885	....do	Failure to arrive and depart		344 57
Jan. 1, 2, 1885	Memphis	....do		
Jan. 3, 1885	....do	Failure to depart		
April 7; May 3, 1885	....do	Failure to arrive		

Remit $10 76, the deduction noted in report for week ended October 17, 1885, it having been shown by the affidavit of J. H. Duggan, superintendent of the West Iowa Division of the Chicago, Burlington and Quincy Railroad Company, that the failure of August 21, 1885, was occasioned by bridge being displaced and track washed out, and that there was no negligence on the part of the company or any of its servants.

Remit 35 00 of the fine noted in report for week ended July 25, 1885, it having been shown by certificate of postmaster at Jolen that one of the sacks of papers lost belonged to Wells, Fargo & Co., and was not carried as mail matter. The loss of this sack is a matter between the contractor and Wells, Fargo & Co.

Nov. 7, 1885	On the rouet	Failure round trip		$1 76
Dec. 14, 17, 24, 1885	....do	....do		
Oct. 1, 5, 29; Nov. 9, 12, 1885	Traveller's Rest	Failure to arrive and depart		18 59
		Whereas the deduction ordered February 18 was calculated upon the basis that the price of the half trip is 56 cents, instead of 87 cents, the correct amount; and, whereas, a further deduction is necessary, in order that the total deduction may be equal to the value of the service lost; therefore deduct		62

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Feb. 20	26054	Two Harbors to Tower	Minn	D. & I. R. R. R. Co	$2,949 00	$4 71
	26054	do	Minn	do		
	26054	do	Minn	do		
	26054	do	Minn	do		
	26054	do	Minn	do		
		Remissions.				
		RAILROAD SERVICE.				
	21016	Galion to Indianapolis	Ohio	C. C. C. & I. R. R	36,816 26	
	41009	Colton to Schofield	Utah	D. & R. G. W. R. R.	739 57	1 18
		STAR SERVICE.				
Feb. 23	8484	Wyalusing to Wilmot	Pa	C. W. Underwood	145 00	46
	27462	Fort Dodge to Eagle Grove	Iowa	Z. T. Carpenter	449 00	1 43
	30155	Edgerly to Merryville	La	J. B. Colegrove	396 95	3 81
		MAIL-MESSENGER SERVICE.				
	94066	Luray to railroad station	Mo	W. S. Woolridge	96 00	
		STAR SERVICE.				
Feb. 24	17390	Mathews to Panther	Ala	P. R. Schnebly	237 00	75
		Remissions.				
		STAR SERVICE.				
	8908	Renfrew to Maharg	Pa	B. W. Beedy	130 00	41
	32159	We-Wo-Ka to Arbeka	Ind. T	G. D. Jackson	140 00	1 34
		MAIL-MESSENGER SERVICE.				
	68068	Ironia to railroad station	N. J	W. H. Bell	84 00	
		RAILROAD SERVICE.				
	43009	Wallula to Missoula	Wash	N. Pacific Rwy	66,462 07	91 04
		STAR SERVICE.				
Feb. 25	20422	Flat Rock to Buzzard	Ky	H. Steele	140 00	44
		Remissions.				
		RAILROAD SERVICE.				
	20031	Madisonville to Providence	Ky	L. & N. R. R. Co	713 92	1 14

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Nov. 6, 1885	Two Harbors	Failure to depart	.....	$140 72
Nov. 7, 1885	do	Failure to arrive and depart		
June 1; Nov. 6, 1885	Tower	Failure to arrive		
Nov. 7, 1885	do	Failure to arrive and depart		
Dec. 1 to 31, 1885	On the route	Only 3 times a week service performed.		

Remit $82 90, the deduction noted in report for week ended July 18, 1885, it having been shown by the affidavit of T. A. Switz, and E. B. Thomas, general manager of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, that the failures of train No. 5 to connect with depending mails at Indianapolis, Ind., during the quarter ended June 30, 1885, were not due to negligence, misconduct, or want of proper skill on the part of the agents and employés of the company.

Remit 59 of the deduction noted in report for week ended May 16, 1885, it having been shown by a re-examination of the evidence in the case that the train of February 14, 1885, was delayed on account of a heavy snow-storm, and that it arrived at Scofield February 16, at 10 a. m., with the mail, and that the regular train of that date also arrived.

Remit 18 13, the deduction noted in report for February 19, 1866, it having been shown by registers of arrivals and departures that service was regularly and properly performed to and from Wilmot during the quarter ended December 31, 1885.

Remit 7 15, the deduction noted in report for January 21, 1886, it having been shown by a re-examination of the case and a comparison of copies of the original registers of arrival and departure from the postmasters at Fort Dodge and Eagle Grove, Iowa, with the original registers, that service was performed during the quarter ended December 31, 1885, without failure, and that such irregularities as occurred in the observance of the schedule were caused by very bad roads.

Remit 14 82 of the deduction noted in report for February 9, 1886, it having been shown by a register of arrivals and departures of postmaster, Merryville, for December, received since making this case, that service was regularly performed to and from that office in December, barring the following failure, viz, December 31, 1885, to depart.

Remit 24 00, the deduction noted in report for week ended December 12, 1885, it having been shown by the statement of the postmaster that service was performed by the messenger throughout the quarter.

Sept. 1 to Dec. 31, 1885	Between Reynolds and Panther.	No service performed, 3½ miles.	.....	$28 93

Remit $16 25, the deduction noted in report for February 19, 1886, it having been shown by registers of arrivals and departures that service was regularly and properly performed to and from Maharg, Pa., during the quarter ended December 31, 1885.

Remit 2 68, the deduction noted in report for week ended August 1, 1885, it having been shown by registers of arrivals and departures that full number of trips was performed in April, 1885.

Remit 3 40 of the deduction noted in report for February 4, 1886, it having been shown by postmaster's late report that service was performed by the messenger from October 1 to 15.

Remit 45 52 of the deduction noted in report for week ended May 16, 1885, it having been shown by the affidavit of J. W. Buckley, assistant general manager of the western division of the Northern Pacific Railroad Company, and a re-examination of the evidence in the case, that there were no failures to arrive at Wallula, Wash., with the mail January 1, 1885, as charged.

Oct. 1 to 3, 1885	.....	Failure to perform service	.....	$1 14

Remit $1 14 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of J. T. Harahan, general manager of the Louisville and Nashville Railroad Company, and the postmaster at Providence, Ky., that the mail of July 3 was delivered the a. m. of July 4, and the mail of the latter date also arrived at 8 p. m., and that on August 27 the train departed from Providence and arrived at Madisonville with the mail.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STAR SERVICE.				
1886. Feb. 25	46189	Williams to Bartlett Springs...	Cal	C. P. Epperson	$450 00	$2 16
		STAR SERVICE.				
Feb. 26	26228	Stillwater to Saint Croix Falls.	Minn ..	L. H. Warren	1,485 00	.....
		STEAMBOAT SERVICE.				
	10100	Baltimore to Cambridge	Md	The Choptank Steamboat Company.	1,470 00	2 34
	10100	.....do	Md	.....do	.....	.....
	10100	.....do	Md	.....do	.....	.....
	10100	.....do	Md	.....do	.....	.....
	10100	.....do	Md	.....do	.....	.....
	10100	.....do	Md	.....do	.....	.....
	10100	.....do	Md	.....do	.....	.....
		MAIL-MESSENGER SERVICE.				
	66205	Gibson to railroad	N. Y...	C. P. Miller	52 00	.....
	90061	Greenleaf to railroad	Wis ...	E. R. Smith	36 00	.....
	90226	Tyrone to railroad.....	Wis ...	J. Conn.....	50 00	.....
		Remissions.				
		STAR SERVICE.				
	13127	Hamburgh to Balsam Grove ...	N. C ...	A. Easley.....	122 00	1 17
		STAR SERVICE.				
Feb. 27	23686	Devon to Virden	Ill	J. D. Emerson	128 00	.....
		MAIL-MESSENGER SERVICE.				
	68117	Pitt's Grove to railroad.....	N. J ...	J. Mayhew	112 00	.....
	73148	Griffith to railroad	Va.....	E. W. Putnam	96 00	.....
	73148	.....do	Va.....	.....do	96 00	.....
	73148	.....do	Va.....	.....do	96 00	.....
	91110	Westside to railroad	Minn ..	F. Simmons.....	52 00	.....
		Remissions.				
		STAR SERVICE.				
	9025	New Ringgold to Prince.....	Pa.....	J. T. Westen	179 02	.....
	28768	Linn Creek to Eldon.....	Mo	G. W. Chambers.....	978 00	1 56
		STAR SERVICE.				
Mar. 1	7218	Barnegat to Barnegat City	N. J ...	B. W. Beedy	464 00	74
		MAIL-MESSENGER SERVICE.				
	64025	Burrillville to railroad	R. I. ...	C. O. Remington	125 00	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $4 32, the deduction noted in report for January 27, 1886, it having been shown by affidavit of the mail-carrier, confirmed by certificates of postmasters on the route, that service was performed to within 9 miles of Bartlett Springs on the occasions mentioned, viz, November 24 and 25, and December 25 and 26, and that he was prevented from going farther by obstacles beyond his control.				
.....	.....	Complaint of careless and indifferent service during the quarter, and a failure by mail-carrier to provide suitable protection for the mail pouches from inclement weather, thus allowing the pouches to become wet and muddy.	$10 00	.....
Oct. 23, 1885	Baltimore	Failure to depart		
Dec. 9, 10, 1885	....do	.....do		
Nov. 3, 1885	....do	Failure to arrive and depart ..	3 00	$15 21
Nov. 5; Dec. 10, 12, 1885	....do	Failure to arrive		
Nov. 2, 1885	Cambridge	Failure to depart		
Nov. 4; Dec. 11, 1885	....do	Failure to arrive and depart ..		
Dec. 9, 26, 1885.	Easton	Failure to supply a. m		
Oct. 1 to 5, 1885	On the route	Service performed by postmaster.	.....	71
Oct. 1 to Nov. 30, 1885	....do	.....do	.....	5 97
Oct. 1 to 13, 1885	....do	.....do	.....	1 77
Remit $0 11 of the deduction noted in report for January 22, 1886, it having been shown by the statement of the postmasters on the route, No. 13127, this day received, that on October 1 and 2, 1885, service was performed over 12 miles one way.				
Jan. 1 to 11, 1885	On the route	Failure to perform service	.....	$3 82
Feb. 8, 1886	....do	.....do	.....	31
May 22 to June 30, 1885	....do	.....do	.....	10 55
In third quarter, 1885	....do	.....do	.....	24 00
In fourth quarter, 1885	....do	.....do		
Feb. 13 to 20, 1885	....do	.....do	.....	1 16
Remit $5 00, the fine noted in report for week ended November 7, 1885, it having been shown by satisfactory statement of the contractor that in taking mail matter from the vicinity of the East Penn post-office, it was not his intention to injure the business of that office.				
Remit 1 48 of the deduction noted in report for January 27, 1886, it having been shown by evidence that the failure of December 14, 1885, extended over a distance of 14½ instead of 28½ miles.				
Jan. 7, 9, 11, 12, 1885	On the route	Failure to perform service	.....	$5 92
Dec. 20 to 31, 1885	.....do	.....do	.....	4 08

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		RAILROAD SERVICE.				
1886. Mar. 1	27051	Sumner to Hampton	Iowa	D. & D. R. R	$4,168 86	$6 65
		STAR SERVICE.				
	27351	Guthrie City to Bagley	Iowa	J. A. Craft	176 00	
		MAIL-MESSENGER SERVICE.				
Mar. 3	104003	Race Track tor ailroad	Mont	P. Cottar	215 00	
	104008	Race Track to railroad	Mont	F. Hahn	215 00	60
		Remissions.				
		STAR SERVICE.				
	44124	Sea Side to Tillamook	Oregon	A. B. Cotton	1,775 16	8 52
		STAR SERVICE.				
Mar. 4	23686	Devon to Virden	Ill	J. D. Emerson	125 00	
		Remisssons.				
		RAILROAD SERVICE.				
	28033	Independence to Sedalia	Mo	Missouri Pacific Rwy.	4,599 99	6 30
		Remissions.				
		MAIL-MESSENGER SERVICE.				
Mar. 5	69411	Sinnamahoning to railroad station.	Pa	D. A. Fulton	72 00	
		STAR SERVICE.				
	35258	Burdette to Miller	Dak	John E. Kemp	352 00	1 69
		Remissions.				
		RAILROAD SERVICE.				
Mar. 8	21045	Toledo to Elkhart	Ohio	L. S. & M. S. R. R. R. P. O. cars.	59,118 70 25,509 40	 190 00
	21095	Buffalo to Chicago	Ohio	L. S. & M. S. R. R. R. P. O. cars. Trains	142,805 00 462,164 40	40 00

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $244.04 of the deduction noted in report for week ended May 2, 1865, it having been shown by report of James E. White, Superintendent Railway Mail Service, and the statement of the postmasters at Waverly and Hampton, Iowa, that the railroad company performed an aggregate of 2,144.63 miles more service one way (by train and team) during the quarter ended March 31, 1885, than it was credited with.				
Remit 4 54, the deduction noted in report for February 3, 1886, it having been shown by the affidavit of the late postmaster at Bagley, Iowa, that mail service was properly performed from October 1 to 19, 1885, inclusive.				
July 6, 1885	On the route	Mail messenger intoxicated while in charge of the mail.	$2 50	
August 8, Sept. 17, 1885	do	Failure one tris each		$1 20
Remit $17 04, the deduction noted in report for January 30, 1886, it having been shown by corrected register of postmaster at Tillamook, with explanatory letter, that service was performed November 19–20 and 26–27.				
		It appearing that the entry of order on route register of contract division was erroneous in stating date of discontinuance of service as January 11, 1886, instead of January 7, 1886. Therefore modify case dated February 27, 1886, so as to state: No service performed from January 1 to January 7, 1886.		$2 43
Remit $3 15 of the deduction noted in report for week ended May 9, 1885, it having been shown by affidavit of J. B. Flanders, train master of the Missouri Pacific Railroad, and the statements of the postmaster at Sedalia, Mo., that the mail due at that place at 10.55 p. m., February 13, 1885, arrived on the 14th at 12.38 a. m., and that there was no failure on the 13th, as charged.				
Remit 2 54, the deduction noted in report for week ended January 2, 1886, it having been shown by the statement of the postmaster that service was performed by the messenger from November 13 to 25, 1885.				
Remit 1 69 of the deduction noted in report for January 22, 1886, it having been shown by certificate of postmaster at Odessa that cause of failure, December 8, 1885, was a severe snow storm.				
Remit 36 45, the deduction noted in report for January 11, 1886, it having been shown by the affidavit of C. B. Crouch, acting superintendent of the Lake Shore and Michigan Southern Railroad Company, and the statement of W. G. Lovell, Superintendent Railway Mail Service, that all the failures to run railway post-office cars were caused by a break on the New York Central and Hudson River Railroad at Hoffman's Ferry, N. Y., and that the cars were not delivered to the Lake Shore and Michigan Southern Railway Company at Buffalo, N. Y., and it also appearing that the cars were carried through by the company, and used for the accommodation of the mail and the railway postal clerks on August 15, 1885.				
Remit 258 92, the deduction noted in report for January 11, 1886, it having been shown by the affidavit of C. B. Crouch, acting superintendent of the Lake Shore and Michigan Southern Railway Company, and the statement of W. G. Lovell, Superintendent Railway Mail Service, that all the failures to run railway post-office cars were caused by a break on the New York Central and Hudson River Railroad at Hoffman's Ferry, N. Y., and that the cars were not delivered to the Lake Shore and Michigan Southern Railway Company at Buffalo, N. Y., and it also appearing that on the 15th of August, 1885, the company carried through 11 railway post-office cars, all of which were used for the accommodation of the mail and the railway postal clerks.				

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		RAILROAD SERVICE—continued.				
1886. Mar. 8	24006	Detroit to Chicago.....	Mich ..	Mich. Ctl. R. R.....	$84,341 13	$21 28
		STAR SERVICE.				
	31504	Cleveland to Tarkington Prairie.	Tex ...	B. W. Beedy	189 00	60
		MAIL-MESSENGER SERVICE.				
Mar. 9	75019	Gum Neck to steamboat landing.	N. C ...	D. Basnight.....	50 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	17015	Chattanooga to Meridian	Ala....	Ala. and G. S. Rwy....	31,276 46	42 84
		STAR SERVICE.				
	30336	Cypress to Bermuda.....	La.....	J. L. Jones.....	235 00	37
		RAILROAD SERVICE.				
Mar. 10	6108	Attica to Cuba	N. Y...	T. Valley and C. Rwy .	2,566 71	4 10
	6108	.....do	N. Y...	....do	.....	.....
		Remissions.				
		STAR SERVICE.				
	31284	Whitman to Courtney.....	Tex ...	A. E. Boone.....	77 00	74
		MAIL-MESSENGER SERVICE.				
Mar. 11	65071	Plainfield to railroad	Conn ..	C. B. Douglass	150 00	10
	66538	Stanfordville to railroad	N. Y...	W. H. Smith	70 00	11
	69590	Rothsville to railroad.....	Pa.....	J. S. Hallacher	94 00	.....
	89262	Pulaski to railroad	Mich ..	N. S. McClintic	60 00	10
		Remissions.				
		RAILROAD SERVICE.				
	8032	Columbus to Frederick.....	Pa.....	Pennsylvania Co.....	$4,562 71	$7 28
	8124	Columbia to Port Deposit.....	Pa.....	.....do	1,727 82	2 76

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $10 64, additional, of the deduction noted in report for week ended October 24, 1885, it having been shown by the affidavit of E. C. Brown, general superintendent of the Michigan Central Railroad Company, and the statement of the postmaster at Detroit, Mich., that train No. 4, of September 15, 1885, arrived at Detroit at 7.20 p. m., on time, and made connections.

Remit 23 62, the deduction noted in report for February 9, 1886, it having been shown by register of arrivals and departures of postmaster, Cleveland, for October and December, 1885, also the certificate form 2202 for entire quarter, that service was regularly performed to and from that office three times a week during quarter.

July 1 to 12, 1885	On the route	No evidence of any service		$1 63

Remit $85 68, the deduction noted in report for January 12, 1886, it having been shown by the affidavits of D. M. Laren, superintendent of the Alabama and Great Southern Railroad Company, that the failures to arrive at and depart from Chattanooga, Tenn., November 7 and 8, 1885, were caused by a severe storm or water spout, which washed away the road-bed and bridges along the line of the road between Valley Head and Collinsville; that the mails due at Chattanooga at 6.00 p. m. on the dates named were delivered at that place on November 9, at 7.45 p. m., and that in all cases where the mails were delayed either way they were forwarded upon the first trains.

Remit 19 47, the deduction noted in report for February 8, 1886, it having been shown by registers of arrivals and departures of postmaster at Cypress for November and December, 1885, received since making this case, that service was regularly performed to and from that office 6 times a week during those months.

November 20, 1885	Attica	Failure to arrive	}	$162 46
December 9 to 31, 1885	On the route	Failure to perform service	}	

Remit $6 38, the deduction noted in report for February 10, 1886, it having been shown by register of arrivals and departures of postmaster at Whitman for November and December, 1885, received since making this case, that service was regularly and properly performed to and from that office once a week during those months.

Jan. 20, 1886	On the route	Failure 3 trips		$0 30
Jan. 1 to Feb. 7, 1886	....do	Failure 2 trips		22
Jan. 1 to 25, 1886	....do	Mail messenger is assistant postmaster.		6 53
Jan. 20, 1886	....do	Failure to perform service		20

Remit $29 12, the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of Wilson Brown, superintendent of the Frederick Division of the Pennsylvania Railroad, that the failures of August 3, 4, 1885, were caused by washouts, and injury to the track by storm, which rendered the running of trains impossible; that on the afternoon of August 4, all the mails which had accumulated at Bruceville were sent to Frederick by hand-car, and that all of the delayed mails were carried through when trains were resumed.

Remit 11 04, the deduction noted in report for week ended October 17, 1885, it having been shown by the affidavit of Wilson Brown, superintendent of the Frederick Division of the Pennsylvania Railroad Company, that the failures of the 3d, 4th, and 5th of August, 1885, were caused by injury to track by storm, rendering the running of trains impossible, and that all of the mails thus delayed were carried through when trains were resumed.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annnal compensation.	Half trip.
		Remissions—Continued.				
		RAILROAD SERVICE—continued.				
1886. Mar. 11	16002	Lake City to Chattahoochee...	Fla	F. Ctl. and W. R. R ...	$9,381 81	$12 85
	16006	Jacksonville to Lake City.....	Fla	.....do	4,125 88	5 65
		STAR SERVICE.				
	13493	Kenansville to Jacksonville....	N. C ...	E. T. Clemmons	1,369 00	2 17
	31750	Harrold to Mobeetie.....	Tex....	S. P. Wheeler.....	10,850 40	17 32
		Special.				
		RAILROAD SERVICE.				
Mar. 12	31043	Spofford to Eagle Pass.....	Tex	Galveston and Harrisburgh and San Antonio R. R.	1,430 84	1 96
	31043	.....do	Tex....	.....do	....	.....
		STAR SERVICE.				
Mar. 13	17122	Point Rock to Bean Rock.....	Ala	C. C. Morse	519 20	.....
		Remissions.				
		RAILROAD SERVICE.				
	30008	Vicksburgh to Shreveport.....	La.....	V. S. and P. R. R.....	$9,222 95 9,327 30	12 63 12 77
	41002	State Line to Ogden City	Utah ..	D. and R. G. W. R. R..	30,346 30	41 57
		STEAMBOAT SERVICE.				
	20097	Louisville to Evansville	Ky	W. W. Hite.....	10,000 00	15 97
	29097	Memphis to Terrene.....	Ark ...	J. D. Adams.....	18,724 75	60 04
		STAR SERVICE.				
	45165	Columbia to White Rock.....	Oreg...	H. N. Warren.....	662 67 497 01	6 37
		Remissions.				
		RAILROAD SERVICE.				
Mar. 15	8123	Pittsburgh to Youngstown....	Pa.....	P. and L. E. R. R.....	9,906 09	4 63 13 56

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $19 27 of the deduction noted in report for week ended April 25, 1885, it having been shown by the affidavit of W. N. McCormick, train-dispatcher, and a re-examination of the evidence in the case that the failures of February 19, 20, 21, 1885, at Chattahoochee, were delays, merely, and that the full number of trips was performed in February.

Remit 22 60 of the deduction noted in report for week ended April 25, 1885, it appearing upon a re-examination of the evidence in the case that the failures of January 1, 9, 21, 27, February 1, 4, 14, 18, 1885, were delays merely.

Remit 50 00, the fine noted in report for January 13, 1886, it appearing from the statements of the postmasters on this route that the deviation from the schedule by the subcontractor (not of record) was at the suggestion of the postmasters and the patrons of the post-offices.

Remit 29 40 of the deduction noted in report for January 26, 1886, it having been shown by certificates of failure and cause submitted by subcontractor, that the failure of December 12 and 13, to arrive at Mobeetie were only over 15 miles, the trip on each date having been performed 183 miles from Harrold (and therefore accounting for failures of December 14, 15 to depart).

May 16, 1885	Eagle Pass	Failure to depart	.....	$2 94
May 17, 1885	do	Failure to depart and arrive		
In fourth quarter, 1885	Between Southern and Bean Rock.	No evidence that service was performed—5 miles.	.....	22 37

Remit $25 26 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of M. S. Belknap, superintendent V. S. and P. R. R., that the failures of January 21, 22, 24, and 25, 1885, were due to washouts and not to misconduct, negligence, or want of proper skill on the part of the agents and employés of the company.

Remit 41 57, the deduction noted in report for week ended August 8, 1885, it having been shown by the affidavit of A. L. Horner, assistant superintendent of the Denver and Rio Grande Western Railway Company, and a re examination of the case, that the failures at Ogden Ctiy Utah, May 8 and 9, 1885, were delays merely; that they were caused by washouts on the Colorado road before the trains reached Utah, on the D. and R. G. W. R. R. Company; and the trips were all performed during May, 1885.

Remit 44 10 of the deduction noted in report for January 9, 1886, it having been shown by statements of postmaster at Evansville, in answer to inquiry, that there was a departure October 3, not at first reported, which makes up for that required October 7, and by affidavits of steamboat clerks that the failures to connect at Louisville, October 18, 22, November 1 and 12, resulted from low water, fog, and wind, and that the steamer due at Evansville, October 13, went as far as Cannelton, hence made 24½ miles more than a half trip.

Remit 60 04 of the deduction noted in report for January 9, 1886, it having been shown by a statement of the postmaster at Terrene, Miss., that there was a departure of the steamer Kate Adams, October 10, 1885, and a departure of the steamer City of Providence, October 30, 1885.

Remit 267 54, the deduction noted in report for week ended November 21, 1885, it appearing upon a re-examination of the case that service was performed regularly and properly over the route, and that it was a portion of the service on route No. 45107, which was omitted, and that the deduction should have been made from the pay of the contractor on that route.

Remit 152 50 of the deduction noted in report for January 9, 1886, it having been shown by the affidavits of R. W. Jones, master of transportation of the Pittsburgh and Lake Erie Railroad Company, that the failures of train No. 4, October 1, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 18, 20, 23, 25, 28, 29, 30; November 1, 4, 5, 6, 8, 9, 11, 13, 14, 15, 22, 24, 25, 26, 27; December 1, 3, 5, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31; No. 8, October 8, 17, 27; No. 12, December 13, 24, 27 to connect with depending mails at Pittsbugh, Pa., were due to waiting on delayed trains of other roads at Youngstown, Ohio, and to making extra stops required by the schedule on Sundays, and there was no negligence on the part of the company.

Fines impased on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STAR SERVICE.				
1886. Mar. 15	17272	Tuscaloosa to Slick.....	Ala....	J. J. Campbell	$182 00	$1 75
		STAR SERVICE.				
	14146	Union to Pinkney.....	S. C....	E. T. Cason	122 23	.....
	15260	Grovetown to Double Branches	Ga.....	A. Easley.....	210 63	2 02
		Remissions.				
		STAR SERVICE.				
	14268	Ridgeway to Camden.....	S. C....	S. D. Castleman.....	416 00	2 00
		MAIL-MESSENGER SERVICE.				
Mar. 17	81004	Bon-aqua to railroad	Tenn ..	J. C. Beasley.....	90 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	34001	Union Pacific Transfer to Ogden City.	Nebr ..	U. P. Rwy. Co	386,373 65	529 27
	38005	Denver to Leadville	Colo ...	D., S. P. & P. Rwy	13,384 88	9 87 18 33
	38007	Denver to Cheyenne.....	Colo ...	D. P. Rwy. & Tel. Co..	13,431 23	4 76
	44003	Umatilla to Huntington	Oreg...	Oreg. Rwy. & Nav. Co	21,585 30	29 56
		STAR SERVICE.				
Mar. 18	2108	Readsborough to Hoosac Tunnel.	Vt.....	J. R. Tupper.....	342 00	54
	27343	Defiance to Harlan	Iowa ..	J. A. Craft.....	189 00	60
	27343	.....do	Iowa ..	.....do	.....	.....
	27343	.....do	Iowa ..	.....do	.....	.....
	27343	.....do	Iowa ..	.....do	.....	.....
	27343	.....do	Iowa ..	.....do	.....	.....
		MAIL-MESSENGER SERVICE.				
	73148	Griffith to railroad station.....	Va.....	E. W. Putnam	96 00	.....
	92244	Minnie to railroad station.....	Iowa ..	A. R. Utley	95 00	.....
		MAIL-MESSENGER SERVICE.				
Mar. 20	66178	Fairview to railroad	N. Y...	C. Caner	98 00	.....
	66266	Java to railroad.....	N. Y...	A. B, Morse	74 00	.....
	66267	Johnsonborough to railroad....	N. Y...	A. J. Warren	722 00	.....
	66374	North Java to railroad	N. Y...	F. Warren.....	125 00	.....
	66450	Rawson to railroad	N. Y...	A. P. Markham	100 00	.....
	66476	Rushford to railroad	N. Y...	M. Morgan.....	100 00	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deduction.

Remit $3 50, the deduction noted in report for February 4, 1886, it having been shown by a re-examination of the registers of arrivals and departures of the mails for November, 1885, that the trip due on the 7th was duly performed on the 8th, and that no failure occurred, being a delay of one day only.

.....	.....	For failing and refusing to visit and supply the office of Meador during the quarter ending March 31, 1886.	$25 00	.....
.....	.....	For failing and refusing to perform the service on schedule days and on schedule time during the quarter ended March 31, 1886, and for repeated partial and total failures without any excuse therefor.	25 00	.....

Remit $2 00 of the deduction noted in report for January 25, 1886, it having been shown by the statement of the carrier, verified by the certificate of the postmaster at Longtown, that half of the trip was performed.

Oct. 1 to 31, 1885.....	On the route	Failure to perform service....	.....	$7 58

Remit $529 27 of the deduction noted in report for week ending May 9, 1885, it having been shown by the affidavit of C. B. Shepard, and a re-examination of the case, that the failures to arrive at Ogden City, Utah, February 17 and 18, 1885, were delays merely; that they were caused by snow blockades, and that the full number of trains arrived at that place with the mail during February.

Remit 4 93 of the deduction noted in report for week ending May 9, 1885, it having been shown by the affidavit of G. B. Shepard that the failure at Denver, Colo., of train No. 262 to connect with depending mails January 6, 1885, was caused by snow blockade, and not to negligence on the part of the company.

Remit 7 14 of the deduction noted in report for week ending August 8, 1885, it having been shown by the affidavit of G. B. Shepard that the failures to connect with depending mails at Denver on June 23, 24, 25, 1885, were caused by a washout on the line of the road west of Denver Junction, and that there was no negligence on the part of the company.

Remit 103 46 of the deduction noted in report for week ended August 15, 1885, it having been shown by the statement of C. H. Prescott, manager of the Oregon Railway and Navigation Company, corroborated by James L. Wilder, superintendent railway mail service, that there was no failure at Umatilla to arrive January 13, 14, 15, 25, March 22, April 5, and at Huntington to depart February 28, 1885.

Feb. 27, 1886.....	On the route.....	Failure to perform service....	.....	$1 00
Jan. 4, 8, 11, 22; Feb. 3, 10, 1886.	Defiance	Failure to arrive and depart ..	.....	6 00
Jan. 4, 1886.....	Harlan.....	.....do		
Jan. 6, 1886.....	....do	Failure to arrive.....		
Jan. 8, 1886.....	....do	Failure to depart		
Jan. 22; Feb. 10, 1886.....	....do	Failure to arrive or depart....		
Jan. 1 to Mar. 15, 1886	On the route.....	No service performed.....	.....	19 73
July 1 to 15, 1885.....	....do	Service performed by postmaster.	.....	3 87
Jan. 1 to 14, 1886.....	On the route.....	No trains running on the T. V. and C. R. R.	.....	3 81
.....do	....do	.....do	.....	2 88
.....do	....do	.....do	.....	2 80
.....do	....do	.....do	.....	4 86
.....do	....do	.....do	.....	3 89
.....do	....do	.....do	.....	3 89

Fines imposed on contractors and deductions made from

Date of order.	No. of trip.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886. Mar. 20	66569	Varysburgh to railroad	N. Y.	H. C. Orr	$96 00	
	69178	Hellam to railroad	Pa	A. Kauffman	62 00	
	104008	Race Track to railroad	Mont	P. Cotter	215 00	
		STAR SERVICE.				
	30014	New Orleans to Baton Rouge	La	L., N. O. & T. Rwy	8,102 32	$11 09
	30014	New Orleans to Vicksburgh	La	do	21,336 11	29 22
		Remissions.				
		RAILROAD SERVICE.				
	24044	Harrison Junction to Meredith	Mich	F. & P. M. R. R.	1,267 53	2 02
		STAR SERVICE.				
	27207	Cantril to Keosauqua	Iowa	J. L. Strabala	449 00	71 00
		MAIL-MESSENGER SERVICE.				
Mar. 23	66535	Stanfordville to railroad station	N. Y.	W. H. Smith	70 00	
		Remissions.				
		MAIL-MESSENGER SERVICE.				
	66538	Stanfordville to railroad station	N. Y.	do	70 00	11
		RAILROAD SERVICE.				
	14004	Charleston to Savannah	S. C.	C. & S R. R	22,320 35	15 28 30 57
	17010	Selma to Cleveland	Ala.	E. T. Va. & G. Rwy	24,779 61	
		STAR SERVICE.				
	17390	Matthews to Panther	Ala.	P. R. Schnebly	237 00	75

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1 to 14, 1886	On the route	No trains running on the T. V. and C. R R		$3 73
Oct. 1 to 5, 1885	do	Service performed by postmaster.		84
Oct. 4 to 15, 1885	do	do		7 01
		Whereas the deduction ordered February 2, 1886, was calculated upon the assumption that the rate of pay is $8,026.33 per annum, instead of $8,102.32, the correct amount; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct		20
		Whereas the deduction ordered February 2, 1866, was calculated upon the assumption that the rate of pay is $21,136 per annum, instead of $21,336.11, the correct amount; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct		41

Remit $1 01, the deduction noted in report for week ended July 25,1885, it having been shown by the statement of W. G. Lowell, superintendent railway mail service, that the offices along the line of route No. 24044 receive their mail from either the Manistee and East Saginaw or Ludington and Toledo railway post-office; that the failure to arrive at Meredith with mail January 7, 1885, was due to the fact that there was no railway post-office clerk on the Manistee and East Saginaw railway post-office train No. 6 on that date, and that the company was in no way responsible for the failure.

Remit 3 69, the deduction noted in report for January 21, 1886, it having been shown by affidavit of the postmaster at Pittsburgh, Iowa, that the mail-carrier performed service to within 2 miles of Keosauqua December 5, 29, and 31, 1885, and was prevented going further by running of ice in the Des Moines River.

Jan. 1 to Feb. 7, 1886	On the route	Failure two trips		$0 22

Remit $0 22, the deduction noted in report for March 11, 1866, it having been shown that this deduction should have been made on route No. 66535, and not on No. 66538.

Remit 8 00, the fine noted in report for January 15, 1886, it having been shown that the failure at Savannah to connect with depending mails December 10, 1885, was caused by and chargable to the Savannah, Florida and Western Railway; said company having switched off the postal car at round-house, thereby causing delay.

Remit 10 00, the fine noted in report for week ended October 24, 1885, it having been shown that the failure to deliver and dispatch the mail at Red Clay, Ga., August 30, 31, September 1, 2, and 3, 1885, was because the Department failed to furnish pouches for that purpose, and not to negligence on the part of the company.

Remit 5 83 of the deduction noted in report for February 24, 1886, it having been shown that the route is only 8½ miles, and that the distance from Reynolds to Panther is 2½ instead of 3½ miles, and in consequence the deduction should have been $23.10 instead of $28.93, and that the difference should be remitted.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886. Mar. 24	69527	Fowler to railroad station	Penn	M. C. Walk	$72 00	.....
	90198	Trapp to railroad station	Wis	J. McNeff	100 00	.....
	90198	....do	Wis	....do	100 00	.....
		STAR SERVICE.				
	3122	Shirley to Shirley	Mass	J. F. Gilbert	94 00	$0 15
		Remissions.				
		RAILROAD SERVICE.				
	16006	Jacksonville to Lake City	Fla	F. Rwy. and Nav. Co.	4,125 88	5 65
	28007	Moberly to Ottumwa	Mo	W., St. L. and P. R. R.	13,359 77	21 34
		STAR SERVICE.				
	21374	Ceylon to Norwalk	Ohio	P. Loomis	328 88	52
		MAIL-MESSENGER SERVICE.				
Mar. 25	100175	Penfield to railroad station	Kans	L. H. Griggs	65 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	28004	Saint Louis to Kansas City	Mo	W., St. L. and P. Rwy.	53,327 73	36 52 73 05
	28004	....do	Mo	....do	53,327 73	24 35 36 52 73 05
	33013	Leavenworth to Miltondale	Kans	Kansas Central	9,762 29	15 59
		STAR SERVICE.				
	15120	Dahlonega to Morganton	Ga	M. H. Hite	285 00	1 37
	15120	....do	Ga	....do	285 00	.....
	24500	Detour to Scammon	Mich	M. A. Moore	379 99	1 82
		STAR SERVICE.				
Mar. 26	27392	New Liberty to Inland	Iowa	J. M. Treadwell	78 96	25
		Remissions.				
		MAIL-MESSENGER SERVICE.				
	69453	Ulster to railroad station	Pa	U. Shaw	90 00	.....
		STAR SERVICE.				
	8606	New Oxford to Mount Hall Springs.	Pa	I. W Trostel	498 00	79
	8607	York Sulphur Springs to Gettysburgh.	Pa	....do	192 00	61

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
In fourth quarter, 1885	On the route	Failure to perform service		$18 00
do	do	Service performed by postmaster.		25 00
Aug. and Sept., 1885	do	do		16 58
Mar. 8, 9, 10, 11, 1886	do	Failure to perform service		1 20

Remit $5 65 of the deduction noted in report for week ended October 17, 1885, it having been shown that the mail arrived at Jacksonville September 29 and departed therefrom September 30, 1885.

Remit 45 51 of the deduction noted in report for week ended April 11, 1885, it having been shown that on January 3, 6, 15, 16, 17, 22, 26, 27, February 12, 13, 17, 1885, the company performed an aggregate of 280.05 miles one way more service than it was credited with.

Remit 52 being part of the deduction noted in report for January 25, 1886, it having been shown that on the days when failure was charged service was performed over 3 miles of the route.

Sept. 28 to 30, 1885	On the route	No service performed		$0 53

Remit $18 26 of the deduction noted in report for week ended April 18, 1885, it having been shown that train No. 3, of February 19, 1885, failed to connect with depending mails at Kansas City on account of waiting on delayed trains of another line, and not to negligence on the part of the company.

Remit 48 70 of the deduction noted in report for week ended July 11, 1885, it having been shown that the failures of train No. 1 to connect with depending mails at Kansas City, Mo., May 2, 13, 29, June 25, 1885, were caused by waiting on delayed trains of the Missouri Pacific Railway, at Mabeely, Mo., and that there was no negligence on the part of the company.

Remit 19 45 of the deduction noted in report for week ended May 9, 1885, it having been shown that on January 15, 16, 17, 1885, the railroad company performed an aggregate of 209.505 miles one way more service than it was credited with.

Remit 15 00, the fine noted in report for week ended April 25, 1885, it having been shown that Willscott and Van Zandt's Store were both embraced or established on the route, and that these offices were on two different roads, separated by an intervening mountain, which rendered it impossible to supply them both, and, in consequence, Willscott's has been omitted from the route, and Van Zandt's Store has since been regularly supplied.

Remit 20 00, the fine noted in report for week ended July 25, 1885, it having been shown that Van Zandt's Store and Willscotts were both embraced on the route, and that these offices were on two different roads, separated by an intervening mountain, which rendered it impossible to supply both, and, in consequence of this fact, Willscott's was omitted from the route, since which date Van Zandt's Store has been regularly supplied.

Remit 4 55, the deduction noted in report for January 27, 1886, it having been shown that on the dates when failures were made the carrier made every possible effort to perform the service, and that he was prevented by storms, which made it impossible to cross the channel.

Jan. 23, 28, 30; Feb. 2, 4, 6, 1886.	On the route	Failure total		$3 00

Remit $11 25 of the deduction noted in report for week ended January 2, 1886, it having been shown that service was performed by mail messenger from October 6 to November 30, but upon a re-examination of the case it appears that the original deduction should have been $17.37 instead of $14.92.

Remit 2 25, the fine noted in report for February 10, 1886, it having been shown that the contractor made as good time as the condition of the roads would allow.

Remit 3 25, the fine noted in report for February 10, 1886, it having been shown that the contractor made as good time as the condition of the roads would allow.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half route.
		Remissions.				
		RAILROAD SERVICE.				
1886. Mar. 29	26026	Saint James to Sioux City.....	Minn ..	S., St. P. M. & O.....	$10,660 98	$17 08
	31010	Marshall to Texsrkana.....	Tex....	T. and P. Rwy.....	14,580 62	19 97
	38005	Denver to Leadville.....	Colo ...	D., S. P. and P. Rwy..	13,384 88	9 87
					12,474 51	9 19
						18 33
						17 08
		STAR SERVICE.				
	17403	Columbus to Marvyn.....	Ala....	J. J. Campbell.....	400 00	.....
		STAR SERVICE.				
Mar. 30	27285	Washington to Windham.....	Iowa ..	P. R. Schnebly.....	557 00	1 78
		RAILROAD SERVICE.				
	35009	Millbank to Wilmot.....	Dak ...	C. M. & St. P. Rwy...	728 02	....1 16
	35009	....do.....	Dak ...	....do.....	728 02	1 16
	35009	....do.....	Dak ...	....do.....	728 02	1 16
	35009	....do.....	Dak ...	....do.....	728 02	7 16
		MAIL-MESSENGER SERVICE.				
	66622	Woodland to railroad.....	N. Y ...	J. E. Kinne.....	50 00	.....
	78009	Green Cove Spring to railroad station.	Fla	L. Galloway.....	120 00	09

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $17 03 of the deduction noted in report for week ended April 21, 1883, it appearing that the failures at Sioux City were to arrive January 23, 31, February 1, 3, and to depart January 31, February 2, 1883—6 round trips.				
Remit 9 98, the deduction noted in report for week ended April 11, 1885, it having been shown that the train, No. 304, due at 7.35 p. m., arrived on January 3, 1885, at 10.37 p. m.				
Pemit 9 52, the deduction noted in report for week ended November 7, 1885, it having been shown that the failure of train No. 402, at Denver, to connect with depending mails on July 5 was due to a washout, and on July 26 to a land-slide, and not to negligence on the part of the company.				
Remit 15 00 of the fine noted in report for week ended November 7, 1885, it having been shown that the fine is, under all the circumstances, excessive, and that $10 would probably have been a sufficient penalty for the delinquencies complained of.				
July 1, 1883, to Dec. 31, 1885..	Frank Pierce	For omission of 1¾ miles in failing to supply.	.....	$71 64
.....	.....	Whereas the annual compensation on this route has been increased from $509.53, the amount upon which the deduction was ordered January 26, 1884, was based, to $728.02 from May 2, 1883, and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, deduct	.....	2 10
.....	.....	Whereas the annual compensation on this route has been increased from $509.53, the amount upon which the deduction ordered May 16, 1884, was based, to $728.02 from May 2,1883, and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct.....	.....	37 80
.....	.....	Whereas the annual compensation on this route has been increased from $509.53, the amount upon which the deduction was ordered January 30, 1885, was based, to $728.02 from May 2, 1883, and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct	.....	1 40
.....	.....	Whereas the annual compensation on this route has been increased from $509.53, the amount upon which the deduction ordered July 20, 1885, was based, to 728.02 from May 2, 1883,and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct	.....	2 10
Feb. 21 to Mar. 12, 1886.....	On the route.....	Service performed by deputy postmaster.	.....	2 87
Feb. 12, 1886.....	do	Failure one trip	.....	09

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL MESSENGER SERVICE—continued.				
1886.						
Mar. 30	85011	Austin to railroad station	Ind	A. A. Baker	$75 00	.....
	91021	Dahlgreen to railroad	Minn	Wm. Freunkes	75 00	.....
	91131	Clinton to railroad station	Minn	T. Rothwell	72 00	.....
	91134	Hampton to railroad station	Minn	J. Theiss	72 00	.....
	94143	Cosby to railroad station	Mo	J. S. George	150 00	.....
	107011	Lemitar to railroad station	N. M.	L. B. Gonsales	180 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	18003	Vicksburg to Meridian	Miss	V. & M. Rwy Co	13, 105 70	$17 95
		STAR SERVICE.				
	33562	Lodi to Evansville	Kans	H. Tisdale	188 00	90
		MAIL-MESSENGER SERVICE.				
Mar. 31	72030	Mitchellville	Md	A. Kidwell	90 00	.....
		Remissions.				
		RAILROAD SERVICE.				
	16002	Lake City to Chattahoochee	Fla	F. Ry & Nav. Co	938 18	12 85
	33036	Fort Scott to Millerton	Kans	St. L. F. S. & W. R. R. Co.	9, 696 03	13 28
		Fort Scott to Argonia		do	10, 851 52	14 86
		Fort Scott to Anthony		do	11, 993 18	16 42
				do	13, 162 84	19 40
	34001	Council Bluffs to Ogden City	Nebr	U. Pacific Rwy	386, 373 65	529 27
		STAR SERVICE.				
Apr. 3	11108	Pleasant Valley to Herndon	Va	B. W. Beedy	160 00	51
	11128	Round Hill to Winchester	Va	J. D. Goshert	574 00	91
	11128	do	Va	do	.....	.....
	11129	Union to Round Hill	Va	B. W. Beedy	460 00	73
	11137	Winchester to Paw Paw	Va	J. F. Cotlett	249 50	1 19
	11258	Frederick's Hall to Ashland	Va	H. Baughan	325 00	1 56
	11258	do	Va	do	.....	.....
	11348	Charlottesville to Antioch	Va	W. B. Catching	246 00	.....
	11348	do	Va	do	492 00	78
	11363	Harrisonburgh to New Market.	Va	do	512 40	81
	11363	do	Va	do	.....	.....
	11392	Afton to Livingston	Va	L. E. Chappell	457 84	1 46
	11392	do	Va	do	.....	.....
	11392	do	Va	do	.....	.....
	11392	do	Va	do	.....	.....
	11456	New Glasgow to Louisville	Va	W. M. Eubank	298 00	47
	11456	do	Va	do	.....	.....
	11674	Indiantown to Golddale	Va	T. B. Morris	198 00	31
	11674	do	Va	do	.....	.....
	11682	Onancock to Onancock	Va	W. B. Catching	118 00	37
	11682	do	Va	do	.....	.....
		MAIL-MESSENGER SERVICE.				
	71008	Marshallton to railroad	Del	J. Baker	80 00	13
	85226	Union Mills to railroad	Ind	R. Freeman	170 00	.....
	89165	Reese to railroad station	Mich	J. Stark	150 00	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 2 to 25, 1886	On the route	No service performed		$5 00
Jan. 1 to 26, 1886	do	No service performed		5 42
Jan. 1 to Feb. 20, 1886	do	Service by postmaster		10 20
Feb. 4 to 28, 1886	do	No service performed		5 00
Jan. 1 to Feb. 20, 1886	do	Service performed by railroad agent.		21 25
Feb. 1 to 15, 1886	do	No service performed		7 50

Remit $35 90 of the deduction noted in report for January 11, 1886, it having been shown that the failures at Vicksburgh October 15, 22, 24, and at Meridian October 22, 1885, to arrive were delays merely, and that the full number of trips was performed during the month.

Remit 22 30 of the deduction noted in report for January 27, 1886, it having been shown that service was performed between Sexton and Evansville, 15 miles, from October 1 to December 19, 1885, 19 trips.

Mar. 11 to 31, 1886	On the route	No service performed			$5 25

Remit $32 12 of the deduction noted in report for week ended October 17, 1885, it having been shown, that the mails were carried over the route in charge of railway postal clerks Apri 4, 7, and 10, and that the mail that should have left Chattahoochee and arrived at Lake City September 30, was carried October 1, 1885.

Remit 268 43 of the deduction noted in report for week ended November 14, 1885, it having been shown that the failures, except those of December 12. and 12, 1884, August 31 and September 1, 1885, were due to causes over which the company had no control, to wit, deep snow and washouts, and that all of the mails thus delayed were subsequently carried by the company.

Remit 264 63 the deduction noted in report for week ended January 31, 1885i, it having been shown that the train with the mail due at Ogden City November 29 arrived at that place November 30, 1884, and that the full number of trips was performed during the month.

Feb. 4, 1886	On the route	Failure total		$1 02
Jan. 11, 12, 13, 14, 15, 16, 18, 19, 27, 30; Feb. 4, 5, 13, 1886.	do	Failure total		25 48
Jan. 6, 20, 1886	do	Failure half trip		
Jan. 11, 13; Feb. 5, 1886	do	Failure to arrive and depart		2 19
Jan. 30; Mar. 31, 1886	Paw Paw	do		2 38
Feb. 5, 6, 1886	On the route	Failure total		4 68
Jan. 9, 1886	do	Failure half trip		
Feb. 4, 1886	do	Failure total		3 12
Mar. 30, 31, 1886	do	Failure half trip		
Feb. 3, 5, 1886	Harrisonburgh	Failure to arrive and depart		3 24
Feb. 4; Mar. 31, 1886	New Market	do		
Feb 3, 1886	Afton	Failure to arrive		3 24
Feb. 4, 1886	do	Failure to depart		
Jan. 4, 14, 1886	On the route	Failure on 1½ miles each, both ways.		8 04
Mar. 31, 1886	do	Failure on 29½ miles each, both ways.		
Mar. 31, 1886	do	Failure total		1 41
Jan. 4, 1886	do	Failure half trip		
Feb. 4, 1886	do	Failure total	$1 00	62
Mar. 12, 1886	do	Wet mail		
Feb. 4, 1886	do	Failure total		1 11
Feb. 9, 1886	do	Failure half trip		
In first quarter, 1886	do	Failure one trip		13
		On numerous occasions intrusted mail to unsworn persons, and to a boy under 16 years of age and unsworn.	10 00	25 82
July and Aug., 1885	do	No evidence of service		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
Apr. 3	6011	New York to Buffalo.....	N. Y ...	N. Y. C. & H. R. Rwy.;	$523,783 26	$717 51
				R. P. O. cars, 60 feet	157,520 00	143 50
				and 50 feet.		50 00
						40 00
	6011	.....do.....	N. Y ...	.....do.....	.....	.....
	12001	Harper's Ferry to Lexington..	W. Va..	B. & O. R. R.	15,285 96	24 41
	12001	.....do	W. Va..	.....do.....	.....	.....
		Remissions.				
		RAILROAD SERVICE.				
	41003	Ogden City to Butte City.....	Utah ..	Union Pacific R. R....	54,587 26	74 77
		STAR SERVICE.				
	9072	Philadelphia to post-office railroad stations.	Pa.....	J. S. Brown	27,200 00	....
	21472	Peoli to New Connerstown	Mich ..	C. W. Underwood.....	210 00	67
	24497	Sault de St. Marie to St. Ignace	Mich ..	F. J. Smith.....	4,370 00	6 97
		MAIL-MESSENGER SERVICE.				
Apr. 5	66040	Bellport to railroad.....	N. Y...	G. H. Wicks	60 00	.....
	66040	.....do	N. Y...	.....do	.....	.....
	66107	Clayville to railroad	N. Y...	A. J. Rhodes.....	108 00	06
	66425	Pleasantville to railroad	N. Y...	F. Boyce.....	96 00	10
	66446	Quaker Street to railroad	N. Y...	T. Buggs	128 00	.....
	66454	Red House to railroad.....	N. Y...	R. Knight.....	72 00	11
	66563	Upper Aquebogue to railroad	N. Y...	J. T. Young.....	72 50	11
	66567	Vandalia to railroad	N. Y...	W. H. Johnson.....	60 00	09
	69066	Carbon Centre to railroad	Pa.....	John Conway	52 00	33
	69222	Leesburgh to railroad.....	Pa.....	W. M. Clingam	140 00	22
	69301	Newberry to railroad	Pa.....	J. L. Rauck.....	144 00	11
	69570	Van Dyke to railroad.....	Pa.....	A. N. Van Dyke	110 00	35
	69617	Darby to railroad.....	Pa.....	E. Verlenden	199 00	21
	69626	Munay Valley to railroad.....	Pa.....	C. H. Whitacre	120 00	10
		RAILROAD SERVICE.				
	7004	New York to Philadelphia....	N. J ...	Pa. R. R. Co.....	143,143 56	.....
				R. P. O. cars.....	38,628 25	.....
	8001	Philadelphia to Pittsburgh ...	Pa.....	Pa. R. R. Co.....	387,120 71	530 30
				R. P. O cars.....	97,045 50	91 65

their pay, and fines and forfeitures remitted—Continued.

Dare of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
No. 5, Jan. 11, 12, 15, 20, 23; Feb. 5, 6, 16; No. 7, Jan. 13; No. 21, Feb. 2, 6, 20, 26, 27, 1886.	Buffalo	Failure to connect		$1,004 50
		Failure to run R. P. O. cars as follows: Train No. 2, one line, 60 by 9, one way over the route, Jan. 14; No. 30, one line, 50 by 9, one way between Fort Plain and Albany (59 miles), Jan 23; No. 7, one line, 49.5 by 9, one way between Jordan and Buffalo (133.25 miles), March 7, 1886.		46 36
Jan. 9, 1886	Harper's Ferry	Failure to arrive		21 67
Jan. 14, 1886	Between Harper's Ferry and Lexington (32.13 miles).	Failure both ways six times a week south.		

Remit $37 38, the deduction noted in report for week ended May 9, 1885, it having been shown that the train due to arrive at Butte City on February 14, 1885, at 10.30 a. m., arrived with the mail on the 15th at 6 a. m., and that the mail of the 15th also arrived at 1.35 p. m.

Remit 93 06 of the fine noted in report for week ended November 28, 1885, it having been shown that the delays in the service between railroad stations and post-offices, aggregating seventy-four hours and twenty-seven minutes, occurred before the mails were delivered to the drivers of the wagons.

Remit 1 34, the deduction noted in report for January 25, 1886, it having been shown that the full trip was performed November 26, 1885.

Remit 3 48, the fine noted in report for January 27, 1886, it having been shown that due connections were made October 12, 1885.

Jan. 11, 1886	On the route	Left part of mail at station	$3 00	
Feb. 9, 1886	....do	Intrusted mail to unsworn person.		
Feb. 1, 1886	....do	Failure 1 trip		$0 06
Mar. 19, 1886	....do	.....do		10
Mar. 15, 1886	....do	Failure to dispatch mail	1 00	
In first quarter, 1886	....do	Failure 36 trips		3 96
Feb. 4, 1886	....do	Failure 1 trip		11
In first quarter, 1886	....do	Failure 6 trips		54
Jan. 12, 1886	....do	Failure 1 trip		33
Jan. 11, 1886	....do	Failure 2 trips		44
Mar. 13, 1886	....do	Failure 1 trip		11
Jan. 5, 6; Feb. 27, 1886	....do	Failure 1 trip each		1 05
Mar. 30, 1886	....do	Failure 1 connection		21
In first quarter, 1886	....do	Failure 11 trips		1 10
		Failure to run one line 60-foot railway postal cars one way over the route as follows: On train No. 10, January 10, 12, 13; train No. 6, January 10, 13, and train No. 4, January 10, 1886.		37 35
No. 3, Jan. 15; Feb. 22, 26, 27; Mar. 2, 6; No. 7 (first section), Jan. 4, 19, 25, 29; Feb. 11, 16, 17, 20, 26, 27; Mar. 2, 4, 6, 20; No. 7 (third section), Jan. 29; Feb. 11, 13, 20, 26, 27; Mar. 2, 3, 4, 6, 18; No. 9, Feb. 4, 15, 27, 28; Mar. 6, 20, and No. 13, Jan. 12, 13, 14, 17, 19; Feb. 4, 8; Mar. 2, 10, 1886.	Pittsburgh	Failure to connect with depending mails.	2,108 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annnual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 5	8001	Philadelphia and Pittsburgh ..	Pa.....	Pa. R. R. Co	.....	.....
	10003	Baltimore to Bell Air	Md	B. & O. R. R. Co	$137, 186 94	.....
				R. P. O. cars	39, 115 60	.....
		STAR SERVICE.				
Apr. 6	11119	Potomac to Dumfries	Va.....	William Brauner.....	120 00	$0 19
	11119	.....do	Va.....	.....do	.....	.....
	11122	Leesburgh to Point of Rocks...	Va.....	G. E. Rinker	385 00	61
	11122	.....do	Va.....	.....do	.....	.....
	11133	Loudoun to Prospect	Va.....	E. M. Jackson	225 00	35
	11126	Parcellville to Barry	Va.....	B. W. Beedy	418 00	66
	11126	.....do	Va.....	.....do	.....	.....
	11126	..... do	Va.....	.....do	.....	.....
	11126	..... do	Va.....	.....do	.....	.....
	11148	Warrenton to Washington.....	Va.....	L. E. Chappel	398 00	1 27
	11148	.....do	Va.....	.....do	.....	.....
	11148	.....do	Va.....	.....do	.....	.....
	11148	.....do	Va.....	.....do	.....	.....
	11164	Montrose to Warsaw	Va.....	W. E. Coleman	.....	.....
	11164	.....do	Va.....	.....do	.....	.....
	11173	Accomack to Locust Mound...	Va.....	F. S. Smith.....	267 00	42
	11192	Newtown to King and Queen C. H.	Va.....	S. E. Henshaw	500 00	79
	11192	.....do	Va.....	.....do	.....	.....
	11193	Newtown to Tappahannock....	Va.....	J. W. Garrett	165 00	52
	11197	Tappahannock to Warsaw.....	Va.....	B. W. Beedy.....	323 00	51
	11198	Tappahannock to Urbana	Va.....	.....do	1, 070 00	1 70
	11199	Tappahannock to Aylett's	Va.....	L. E. Chappel.....	559 00	89
	11201	Bowling Green to Port Royal..	Va.....	W. E. Ennis	323 00	51
	11201	.....do	Va.....	.....do	.....	.....
	11201	..... do	Va.....	.....do	.....	.....
	11201	.....do	Va.....	.....do.....	.....	.....
	11203	Bowling Green to Bowling Green.	Va.....	.....do	447 00	71
	11203	.....do	Va.....	.....do	.....	.....
	11203	.....do	Va.....	.....do	.....	.....
	11203	.....do	Va.....	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	....	Failed to run railway postal cars as follows: One 60-foot car on train No. 16, between Lewistown and Harrisburg (60.9 miles), January 5, 6, 7, and 8; one 60-foot car on train No. 7 (first section), between Harrisburg and Pittsburgh (248.2 miles), January 11, February 13; one 60-foot car on No. 7 (third section), between Harrisburg and Pittsburgh, January 12, and one 40-foot car on same train, and between same points, January 31, 1886. Deduct (railway post-office)	.....	$80 41
.....	.....	Failed to run railway postal cars as follows: One line 50-foot cars between Grafton, W. Va., and Baltimore (293.75 miles) east trip, January 10, and one line 50-foot cars between same points, on train No. 8, February 4; one line 50-foot cars between Washington and Grafton (353.75 miles), January 11; one line 50-foot cars between Washington and Baltimore (40 miles) on No. 2, March 10, and one line 50-foot cars between same points on No. 8, March 17, 1886. Total distance failed one way by 50-foot cars, at seven times week, 921.25 miles.	.....	50 47
Jan. 4; Mar. 30, 31, 1886	Potomac	Failure to arrive and depart	.....	1 33
Feb. 4, 13; Mar. 30, 31, 1886	Dumfries	....do		
Jan. 11, 12, 13, 1886	Leesburgh	....do	.....	9 76
Jan. 9, 11, 12, 13, 14, 15, 29, 30; Feb. 4, 5, 6, 13, 26, 1886.	Point of Rocks	....do		
Jan. 9; Feb. 4, 5, 1886	Loudoun	....do	.....	1 05
Jan. 12, 14, 1886	Purcellville	Failure to arrive	.....	3 26
Jan. 13, 15, 1886	....do	Failure to depart		
Feb. 4, 1886	.....	Failure on 9½ miles both ways.		
Feb. 5, 1886	.....	Failure on 13½ miles both ways.		
Jan. 4; Feb. 5, 1886	Warrenton	Failure to arrive	.....	5 71
Jan. 5; Feb. 6, 1886	....do	Failure to depart		
Feb. 6, 11, 1886	Washington	Failure to arrive		
Jan. 5; Feb. 5, 10, 1886	....do	Failure to depart		
Feb. 4, 5, 6, 8, 10, 1886	Montrose	Failure to arrive and depart	.....	5 80
Feb. 3, 4, 5, 6, 9, 1886	Warsaw	....do		
Feb. 4, 5, 1886	.....	Failure total	.....	1 68
Feb. 3, 4, 5, 6, 1886	Newtown	Failure to arrive and depart	.....	5 53
Feb. 3, 4, 5, 1886	King and Queen C. H.	....do		
Feb. 4, 6, 1886	.....	Failure total	.....	2 08
Jan. 11, 12, 13, 14, 15, 16; Feb. 4, 5, 6, 8, 9, 27; Mar. 2, 1886.	.....	....do	.....	13 26
Feb. 4, 5, 6, 1886	.....	....do	.....	10 20
....do	.....	....do	.....	5 34
Feb. 3, 4, 5, 1886	Bowling Green	Failure to arrive	.....	3 06
Feb. 3, 4, 6, 1886	....do	Failure to depart		
....do	Port Royal	Failure to arrive		
Feb. 3, 4, 5, 1886	....do	Failure to depart		
Feb. 3, 5, 6, 8, 1886	Bowling Green	Failure to arrive	.....	4 97
Feb. 4, 5, 6, 1886	....do	Failure to depart		
Feb. 3, 5, 6, 8, 1886	Newtown	Failure to arrive		
Feb. 4, 5, 6, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 6	11204	Bowling Green to Tappahannock.	Va.....	W. E. Ennis	$873 00	$1 39
	11204	.....do	Va.....	.....do	.....	.....
	11204	.....do	Va.....	.....do	.....	.....
	11204	.....do	Va.....	.....do	.....	.....
	11204	do	Va.....	.....do	.....	.....
	11205	Milford to Bowling Green	Va.....	.....do	190 50	10
	11205	.....do	Va.....	.....do	.....	.....
	11216	Brokenburgh to Frederick's Hall.	Va.....	H. A. McCary.....	233 00	74
	11226	Mitchell to Racoon Ford.....	Va.....	W. F. Hansberger....	190 00	30
	11226	.....do	Va.....	.....do	.....	.....
	11226	.....do	Va.....	.....do	.....	.....
	11226	.....do	Va.....	.....do	.....	.....
	11234	Woodstock to Wardensville ...	Va.....	G. W. Chambers.....	516 99	82
	11234	.....do	Va.....	.....do	.....	.....
	11234	.....do	Va.....	.....do	.....	.....
	11245	Kimball to Sperryville.....	Va.....	M. Skelton.....	297 00	47
	11245	.....do	Va.....	.....do	.....	.....
	11253	Daniel to Trevilian's.....	Va.....	W. O. Harlow	150 00	48
	11259	Frederick's Hall to Mattapony.	Va.....	W. B. Catching	247 00	1 18
	11259	.....do	Va.....	.....do	.....	.....
	11259	.....do	Va.....	.....do	.....	.....
	11259	.....do	Va.....	.....do	.....	.....
	11272	Richmond to Aylett's.....	Va.....	J. R. Pigg.....	980 00	1 56
	11272	.....do	Va.....	.....do	.....	.....
	11272	.....do	Va.....	.....do	.....	.....
	11272	.....do	Va.....	.....do	.....	.....
	11292	Surry C. H. to Wakefield Station.	Va.....	V. Boreing.....	5 69	90
	34117	Weeping Water to Lincoln	Nebr ..	B. W. Beedy	643 17	45
						1 14
		RAILROAD SERVICE.				
	6008	Buffalo to Hornellsville.....	N. Y...	N.Y., L.E. and W.Rwy	16,502 94	22 60
						6 73
	8040	Pittsburgh to Wheeling	Pa	B. and O.Rwy.....	4,695 64	6 43
						1 95
	8043	Meadville to Oil City.....	Pa	N.Y.L.E.and W.Rwy.	2,445 52	3 90
	6063	Pittsburgh to Cumberland.....	Pa	B. and O. Rwy	21,741 45	29 78
						16 03
	8070	Rockwood to Johnstown.....	Pa	.....do	2,043 47	3 26
	12002	Grafton to Parkersburgh.....	W. Va.	B. and O. Rwy.....	39,124 30	.....
				R. P. O. cars.....	8,360 90	
	12014	Green Spring to Romney	W. Va .	B. and O. Rwy	711 36	1 13
	22003	Indianapolis to Cincinnati.....	Ind	C., I., St. L. and C.Rwy.	34,669 91	47 49
						14 77
	22003	.....do	Ind	.....do	.....	.....
	22005	Indianapolis to La Fayette	Ind	.....do	22,435 48	30 73
						8 60
	22019	Louisville to North Vernon....	Ind	O. and M. R. Rwy.....	8,021 08	10 98
						3 13
	21095	Buffalo to Chicago	Ohio ...	L., S. and M. So. Rwy.	462,164 40	633 10
				R. P. O. cars	142,805 00	126 62

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 5, 8, 1886	Bowling Green ...	Failure to arrive		
Feb. 4, 6, 9, 1886	....do	Failure to depart	.....	$9 73
Feb. 3, 4, 5, 8, 1886	Tappahannock ...	Failure to arrive		
Feb. 4, 5, 8, 10, 1886	....do	Failure to depart		
Feb. 4, 5, 6, 8, 9, 10, 1886	Bowling Green ...	Failure to arrive		
Feb. 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 1886.	....do	Failure to depart	.....	1 80
Feb. 4, 13, 1886	.....	Failure on 15 miles both ways	.....	2 22
Feb. 3, 4, 5, 6, 1886	Mitchell's Station	Failure to arrive and depart		
Mar. 31, 1886	....do	.....do		
Feb. 3, 4, 5, 1886	Racoon Ford	.....do	.....	3 75
Mar. 31, 1886	....do	Failure to arrive and depart ($1\frac{1}{2}$ pro rata Feb. 3, 4, 5, 6).		
Jan. 11, 1886	.....	Failure on 13 miles both ways.		
Feb. 6, 1886	Woodstock	Failure to arrive and depart	.....	2 70
Mar. 31, 1886	Wardensville	.....do		
Feb. 5, 8, 1886	Kimball	.....do		
Feb. 4, 5, 8, 1886	Sperryville	.....do	.....	2 35
Feb. 4, 13; Mar. 30, 1886	.....	Failure total	.....	2 88
Feb. 12; Mar. 3, 17, 1886	.....	Failure on 21 miles both ways.		
Mar. 31, 1886	.....	Failure on 14 miles both ways.	.....	12 88
Feb. 5, 1886	.....	Failure total		
Feb. 19, 23, 26, 1886	Mattapony	Failure to arrive and depart		
Jan. 4, 5, 1886	Richmond	.....do		
.....do	Aylett's	Failure to arrive		
Jan. 4, 5, 6, 1886	....do	Failure to depart	.....	14 82
Feb. 1, 3, 6, 8, 9, 10, 11, 12, 1886	....do	Failure to connect ($1\frac{1}{4}$ pro rata, and fails to connect).		
Jan. 29; Feb. 4, 1886	.....	Failure total	.....	3 60
Nov. 26; Dec. 25, 1885	Between Elmwood and Weeping Water.	Failure round trip 6 times a week.	.....	1 80
No. 3, Jan. 14; No. 7, Jan. 11, 12, 13, 16, 19, 20, 21, 26, 27, 28, 29; Feb. 3, 4, 5, 6, 9, 13, 24, 26, 27; Mar. 2, 3, 6, 24, 1886.	Buffalo	Failure to connect	$84 00	.....
No. 10, Jan. 8, 1886	Pittsburgh	.....do	1 00	.....
Feb. 12, 1886	Oil City	Failure to arrive and depart	.....	3 90
No. 5, Feb. 4, 5, 11, 19; Mar. 1, 16, 31; No. 7, Feb. 4, 5, 12, 13, 1886.	Pittsburgh	Failure to connect	88 00	.....
Jan. 9, 1886	Johnstown	Failure to arrive	.....	1 63
Jan. 11, 1886	.....	Failure to run 50-foot R. P. O. car on train No. 602 over the route.	.....	5 72
Mar. 31, 1886	.....	Failure half trip	.....	1 13
No. 1, Jan. 11, 12; Feb. 3, 10, 12, 20; No. 5, Jan. 11, 26, 28, 29; Mar. 1, 2, 5, 14, 20, 23, 27, 1886.	Indianapolis	Failure to connect		
No. 2, Jan. 3, 8, 10; No. 4, Jan. 11, 16; Feb. 12, 1886.	Cincinnati	.....do	170 00	.....
No. 2, Jan. 10, 16, 21; Feb. 25; No. 4, Jan. 9, 11, 16, 20, 21, 30; Feb. 12, 27; Mar. 2, 31, 1886.	Indianapolis	.....do	60 20	.....
Feb. 20, 1886	Louisville	No. 19 failed to connect	1 50	.....
No. 2, Jan. 10, 13, 1886	Buffalo	Failure to connect		
No. 8, Jan. 9, 11, 13, 30; Mar. 27; No. 4, Jan. 11, 12, 16, 21; Feb. 2, 6; No. 14, Jan. 9; Feb. 3, 4, 5, 6, 12, 13, 25, 26, 27, 28; Mar. 1, 3, 1886; No. 1, Oct. 31; Nov. 26; Dec. 7, 8, 18, 1885; Jan. 21, Mar. 2, 1886; No. 3, Oct. 13; Nov. 7, 11, 14, 18, 25; Dec. 5, 9, 11, 14, 17, 19, 1885; Jan. 22; Feb. 5, 17, 20; Mar. 2, 1886; No. 7, Dec. 7, 21, 1885; Feb. 13, 26, 1886; No. 9, Dec. 7, 1885.	Chicago	.....do	3,482 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 6	21095	Buffalo to Chicago.....	Ohio ...	L. S. and M. So. Rwy..	.....	.....
	21005	Cleveland to Sharpsville.....	Ohio ...	N. Y., L. E. and W. Rwy.	$12, 984 54	$20 74
		STEAMBOAT SERVICE.				
	18098	English Lookout to Gainesville.	Miss...	John Portevent and J. A. Favre.	1, 500 00	2 38
		STAR SERVICE.				
Apr. 7	10200	Leonardtown to Cornfield.....	Md	W. H. Smith	1, 140 00	1 81
	10200	.....do	Md	.....do	.....	.....
	10200	.....do	Md	.....do	.....	.....
	10200	.....do	Md	.....do	.....	.....
	11139	Winchester to Ranney.....	Va.....	W. Orrick	550 00	1 76
	11139	.....do	Va.....	.....do	.....	.....
	11139	.....do	Va.....	.....do	.....	.....
	11139	.....do	Va.....	.....do	.....	.....
	11155	Brooke to Stafford's Store	Va.....	J. R. Bryan	378 00	60
	11155	.....do	Va.....	.....do	.....	.....
	11155	.....do	Va.....	.....do	.....	.....
	11155	.....do	Va.....	.....do	.....	.....
	11162	Oak Grove to Warsaw.....	Va.....	Wm. Dorsey.....	383 41	1 22
	11163	Oak Grove to Montross.....	Va.....	W. F. Hansberger	470 00	75
	11163	.....do	Va.....	.....do.	.....	.....
	11167	Warsaw to Heathsville	Va.....	W. E. Coleman.....	468 00	74
	11181	Salnda to Sandy Bottom	Va.....	W. F. Hansberger	289 00	92
	11188	West Point to Gloucester C. H.	Va.....	.....do	543 00	86
	11188	.....do	Va.....	.....do	.....	.....
	11206	Penola to Tech.....	Va.....	W. B. Catching	231 00	74
	11207	Ruther Glen to Mount Pleasant.	Va.....	C. E. Gordon.....	224 00	71
	11207	.....do	Va.....	.....do	.....	.....
	11207	.....do	Va.....	.....do	.....	.....
	11243	Luray to New Market.....	Va.....	V. Boreing.....	348 00	55
	11243	.....do	Va.....	.....do	.....	.....
	11280	Yorktown to Cloucester C. H..	Va.....	B. W. Beedy	490 00	78
	11281	Grafton to Oriana Station	Va.....	G. W. Chambers	213 99	34
	11304	Suffolk to Crittenden.....	Va.....	M. Bolton.....	474 00	75
	11322	Lawrenceville to Boydton.....	Va.....	L. E. Chappel.....	560 59	1 79
	11322	.....do	Va.....	.....do	.....	.....
	11322	.....do	Va.....	.....do	.....	.....
	11322	.....do	Va.....	.....do	.....	.....
	11322	.....do	Va.....	.....do	.....	.....
	11325	Petersburgh to Cabin Point...	Va.....	William Brady	357 85	1 12
	11325	.....do	Va.....	.....do	.....	.....
	11338	Jetersville to Rodophil.....	Va.....	J. Robinson.....	291 00	46
	11338	.....do	Va.....	.....do	.....	.....
	11341	Cumberland C. H. to Carters-ville.	Va.....	.....do	481 00	76
	11341	.....do	Va.....	.....do	.....	.....
	11349	Keswick Depot to Palmyra....	Va.....	J. E. Desper	200 00	64
	11361	Harrisonburgh to Rawley Springs.	Va.....	L. E. Chappel.....	439 10	70
	11362	Harrisonburgh to Harrison-burgh.	Va.....	J. E. Lamb.....	479 00	76

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Failure to run one line of 60-foot R. P. O. cars, as follows: Train No. 1, one way between Elkhart and Chicago (86.10 miles), Oct. 31, 1885; train No. 3, one way between Buffalo and Cleveland (183 miles), Nov. 17, 1885; train No. 1, between Cleveland and Buffalo (183 miles), Jan. 13, 1886; and one line of 50-foot R. P. O. cars, train No. 7, one way over the route, Mar. 8, 1886.	.....	$64 70
Feb. 22, 1886	Sharpsville	Failure to depart with mail	.....	10 37
Jan. 6, 1886	Gainesville	Failure both ways on 15½ miles.	.....	3 01
Jan. 11, 1886	Leonardtown	Failure to arrive	$3 00	9 05
Jan. 12, 1886	.....	Failure to depart		
Feb. 4, 5, 6, 8, 1886	.....	Failure to arrive and depart		
Jan. 30, 1886	.....	Carrier drunk; bags dragged in mud.		
Jan. 11, 1886	On the route	Failure on 31 miles	.....	8 00
Feb. 4, 1886	.....	Failure on 35 miles		
Jan. 8; Mar. 31, 188	Ranney	Failure to arrive		
Jan. 9, 1886	.....	Failure to depart		
Feb. 13; Mar. 34, 1886	.....	Failure on 6 miles both ways	.....	2 62
Jan. 4, 1886	.....	Failure on 4 miles both ways		
Feb. 4, 1886	.....	Failure on 12 miles both ways		
Feb. 5, 1886	.....	Failure on 7 miles both ways		
Feb. 4, 6, 1886	Warsaw	Failure to arrive and depart	.....	2 44
Feb. 4, 5, 6, 1886	.....	Failure total	.....	6 00
Feb. 11, 15, 1886	.....	Failure half trip		
Jan. 9; Feb. 4, 5, 6, 8, 11, 1886	.....	Failure total	.....	8 88
Feb. 4, 6, 1886	.....	....do	.....	3 68
Feb. 4, 5, 6, 1886	West Point	Failure to arrive and depart	.....	4 30
Feb. 5, 6, 1886	Gloucester C. H.	....do		
Feb. 4, 1886	.....	Failure total	.....	1 48
Feb. 4, 6, 1886	.....	....do	.....	4 85
Feb. 13, 1886	.....	Failure on 22 miles both ways		
Mar. 30, 1886	Mount Pleasant	Failure to arrive and depart		
Jan. 11, 12, 13, 14, 15, 16, 18, 19; Feb. 3, 4, 5, 6, 26; Mar. 31, 1886	.....	Failure on 4 miles both ways.	.....	6 05
Jan. 5; Feb. 8, 13, 1886	.....	Failure half trip		
Feb. 5, 8, 1886	.....	Failure total	.....	3 12
Jan. 23, 26, 27, 28; March 31, 1886.	Grafton	Mail wet and in bad condition.	2 00	.....
Feb. 4, 1886	.....	Failure total	.....	1 50
Jan. 15, 1886	Lawrenceville	Failure to arrive	1 00	5 37
Jan. 16, 1886	....do	Failure to depart		
Jan. 16; Mar. 31, 1886	Boydton	Failure to arrive		
Jan. 15; Mar. 31, 1886	....do	Failure to depart		
Feb. 12, 1886	....do	Mail brought by boy under age and not sworn.		
Mar. 31, 1886	.....	Failure on 4 miles both ways	.....	1 40
Feb. 3–4, 1886	.....	Failure half trip		
Feb. 4, 1886	.....	Failure total	.....	1 38
Mar. 31, 1886	.....	Failure half trip		
Feb. 3, 5, 8, 1886	Cumberland	Failure to arrive	.....	2 28
Feb. 4, 6, 9, 1886	....do	Failure to depart		
Feb. 4, 1886	.....	Failure total	.....	1 28
Mar. 30, 31, 1886	.....	....do	.....	2 80
Jan. 5, 11; Feb. 3, 4, 5, 13, 1886.	.....	....do	.....	9 12

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 7	11364	Rawley Springs to Franklin...	Va.....	J. Landes, sr., and J. Landes, jr.	$493 50 987 00	$1 58
	11364	.....do.....	Va.....	.....do.....	.....	.....
	11364	.....do.....	Va.....	.....do.....	.....	.....
	11364	.....do.....	Va.....	.....do.....	.....	.....
	11364	.....do.....	Va.....	.....do.....	.....	.....
	11365	Dayton to Sangerville.....	Va.....	J. H. Vance.....	334 29	53
	11365	.....do.....	Va.....	.....do.....	.....	.....
	11365	.....do.....	Va.....	.....do.....	.....	.....
	11365	.....do.....	Va.....	.....do.....	.....	.....
	11365	.....do.....	Va.....	.....do.....	.....	.....
	11373	McDowell to Millborough	Va.....	L. E. Chappel.....	398 00	1 27
	11373	.....do.....	Va.....	.....do.....	.....	.....
	11389	Arrington to Lyro.....	Va.....	H. E. Marshall	178 10	28
	11433	News Ferry to Leasburgh.....	Va.....	L. E. Chappel.....	459 00	1 47
	11433	.....do.....	Va.....	.....do.....	.....	.....
	11433	.....do.....	Va.....	.....do.....	.....	.....
	11433	.....do.....	Va.....	.....do.....	.....	.....
	11436	South Boston to Red Bank	Va.....	H. H. Loftis	175 00	56
	11450	Pamplin City to Rose Bower ..	Va.....	C. D. Fergerson.....	200 00	64
	11457	Lexington to Natural Bridge ..	Va.....	V. Boreing.....	375 00	59
	11458	Lexington to Collierstown.....	Va.....	T. M. Ford.....	154 00 308 00	49
	11459	Lexington to Buchanan.....	Va.....	L. E. Chappel.....	334 00	1 07
	11460	Lexington to Rockbridge Alum Springs.	Va.....	C. W. Chambers	297 99	95
	11468	Warm Springs to Monterey ...	Va.....	L. E. Chappel.....	304 00	1 46
	11468	.....do.....	Va.....	.....do.....	.....	.....
	11468	.....do.....	Va.....	.....do.....	.....	.....
	11468	.....do.....	Va.....	.....do.....	.....	.....
	11468	.....do.....	Va.....	.....do.....	.....	.....
	11471	Alleghany Station to Sweet Springs.	Va.....	J. B. Baker	289 00	46
	11471	.....do.....	Va.....	.....do.....	.....	.....
	11476	Fincastle to Sweet Springs	Va.....	L. E. Chappel.....	440 00	1 41
	11476	.....do.....	Va.....	.....do.....	.....	.....
	11476	.....do.....	Va.....	.....do.....	.....	.....
	11476	.....do.....	Va.....	.....do.....	.....	.....
	11465	Millborough Springs to Warm Springs.	Va.....	B. W. Beedy	616 00	64
	11465	.....do.....	Va.....	.....do.....	.....	.....
		MAIL-MESSENGER SERVICE.				
	66176	Factoryville to railroad.....	N. Y...	J. N. Yates.....	324 00	26
	66489	Sea Cliff to railroad.....	N. Y...	R. Hendricks.....	150 00	12
	66532	Sprakers to railroad.....	N. Y...	N. R. Loring.....	49 52	07
	66572	Vischer's Ferry to railroad....	N. Y...	J. Cronk.....	115 00	27
	66675	Verbank Village to railroad....	N. Y...	D. M. Sheran.....	30 00	05
	83041	Brecksville to railroad.....	N. Y...	W. H. Barnes.....	187 20	60
	83116	Ewington to railroad.....	N. Y...	Geo. Lambert.....	46 00	07
	83120	Fletcher to railroad.....	Ohio...	M. Donnelly.....	124 00	40
	83125	Franklin Furnace to railroad..	Ohio...	Mack. Eakins.....	93 00	.....
	83184	Letart Falls to railroad.....	Ohio...	J. Shrewsbury.....	75 00	12
	83202	Madisonville to railroad.....	Ohio...	J. M. Ring.....	75 00	.....
	83295	Piketon to railroad.....	Ohio...	E. E. Hood.....	196 00	16
	83349	Sharonville to railroad.....	Ohio...	P. M. Denman.....	64 00	10
	83500	Dille's Bottom to railroad.....	Ohio...	M. V. Brothers.....	180 00	57
	83506	Newell's Run to railroad.....	Ohio...	L. E. McVay.....	96 00	30
	83526	Struther to railroad.....	Ohio...	J. F. Shafer.....	120 00	19
	83544	Great Bend to railroad.....	Ohio...	J. Parr.....	50 00	16
		RAILROAD SERVICE.				
	10025	Brandywine to Mechanicsville.	Md	So. Md. R. R.....	885 28	.....
	11022	Elba to Rocky Mount.....	Va.....	V. Midland R. R.....	1,601 84	2 55

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 6; Feb. 5; Mar. 29, 30, 31, 1886.	Rawley Springs...	Failure to arrive.....	.....	$13 43
Jan. 5; Feb. 6; Mar. 30, 31, 1886.	....do	Failure to depart.....		
Jan. 5; Mar. 29, 30, 31, 1886..	....do	.....do		
.....do	Franklin.....	Failure to arrive.....		
Jan. 6; Mar. 29, 30, 31, 1886...	....do	Failure to depart.....		
Jan. 4; Mar. 30, 1886.....	.....	Failure on 11 miles both ways.	.....	4 72
Feb. 4, 6; Mar. 31, 1886	Dayton	Failure to arrive.....		
Feb. 3, 5; Mar. 31, 1886.....	....do	Failure to depart.....		
.....do	Sangerville	Failure to arrive.....		
Feb. 4, 6; Mar. 31, 1886.....	....do	Failure to depart.....		
Jan. 5; Feb. 13, 1886.....	.....	Failure on 13 miles both ways.	.....	4 60
Mar. 27, 30, 1886	.....	Failure half trip.....		
Jan. 4; Mar. 31, 1886.....	.....	Failure total.....	.....	1 12
Jan. 5, 9, 12, 14, 16, 19, 28; Feb. 4, 13, 1886.	News Ferry	Failure to arrive.....	.....	24 25
Jan. 4, 8, 11, 13, 15, 18; Feb. 12, 1886.	....do	Failure to depart.....		
Jan. 8, 11, 13, 15, 18, 27; Feb. 5, 12, 1886.	Leesburgh.....	Failure to arrive.....		
Jan. 9, 12, 14, 16, 19, 28; Feb. 6, 13; Mar. 31.	....do	Failure to depart		
Mar. 30, 1886	.....	Failure total.....	.....	1 12
Jan. 5, 12, 26; Feb. 11, 13, 25; Mar. 30, 1886.	.....	Failure on 8 miles both ways .	.....	3 76
Jan. 4; Feb. 4, 5; Mar. 31, 1886.	.....	Failure total.....	.....	4 72
Mar. 30, 31, 1886	.....	.....do	.....	1 96
Mar. 30, 1886	.....	.....do	.....	2 14
Jan. 5; Feb. 4, 13, 1886.....	.....	.....do	.....	5 70
Feb. 6; Mar. 30, 1886	Warm Springs....	Failure to arrive.....	.....	7 30
Feb. 5; Mar. 29, 1886.....	....do	Failure to depart.....		
Jan. 4; Feb. 5; Mar. 29, 1886.	Monterey.....	Failure to arrive.....		
Jan. 5; Feb. 6; Mar. 30, 1886.	....do	Failure to depart.....		
Mar. 30, 1886	.....	Failure on 6½ miles both ways.	.....	1 48
Mar. 31, 1886	.....	Failure total.....		
Jan. 5; Feb. 13, 1886.....	.....	Failure on 15½ miles both ways.	.....	5 30
Feb. 4, 1886.....	.....	Failure on 10 miles both ways .		
Feb. 6, 1886.....	.....	Failure on 5 miles both ways .		
Mar. 30, 1886	.....	Failure on 18 miles both ways.		
Jan. 4; Mar. 31, 1886	.....	Failure on 12⅔ miles both ways.	.....	3 41
Jan. 10, 1886.....	.....	Failure total.....		
Feb. 17, 1886.....	On the route.....	Failure one trip.....	.....	26
Jan. 30, 1886.....	....do	Failure to dispatch one mail..	.....	12
Feb. 13, 14; Mar. 21, 28, 1886	....do	Failure to perform service....	.....	56
Jan. 8, 1886.....	....do	Failure to perform service....	.....	27
In first quarter, 1886.....	....do	Failure two connections.....	.....	10
Jan. 8, 1886.....	....do	Failure to connect.....	.....	60
Jan. 9, 12, 1886.....	....do	Failure one trip.....	.....	14
Feb. 19, 1886.....	....do	Failure to perform service (half pro rata).	.....	60
.....	.....	Delivery of mail at post-office delayed 4 times.	$1 00	.....
.....	.....	Failure twenty-eight trips....	.....	3 36
Dec. 14, 1886.....	....do	Missending pouch through carelessness.	1 00	.....
In first quarter, 1886.....	....do	Failure one trip.....	.....	32
Jan. 8, 1886.....	....do	Failure one connection	.....	10
Jan. 11, 13, 14, 25; Feb. 1, 13, 15; Mar. 1, 1886.	....do	Failure to perform service....	.....	4 56
In first quarter, 1886.....	....do	Failure one trip	.....	30
Jan. 2, 1886.....	....do	Failure to connect.....	.....	19
In first quarter, 1886.....	....do	Failure thirty-six trips	.....	5 76
Feb. 1 to 5, 1886.....	.....	No service performed.....	.....	12 29
Feb. 3, 5, 6, 1886.....	.....	Failure round trip.....	.....	15 30

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 7	11016	Lynchburgh to Danville Junction.	Va.....	V. Midland R. R. (railway post-office cars).	$18,205 75 5,257 60	$24 93
	11016	.....do	Va.....	.....do	.....	.....
	11016	.....do	Va.....	.....do	.....	.....
	11025	Orange C. H. to Gordonsville..	Va.....	V. Midland R. R.....	402 70	55
	11025	.....do	Va.....	.....do	.....	.....
	11025	.....do	Va.....	.....do	.....	.....
	12015	Benwood Junction to Wheeling.	W. Va.	B. and O. R. R.....	584 84	80 11
	15001	Atlanta to Air-Line Junction..	Ga.....	R. and D. R. R. (railway post-office cars).	58,896 91 21,442 40	80 68 40 34
	15001	.....do	Ga.....	.....do	.....	.....
	21047	Chicago to Chicago.....	Ohio ...	B. and O. R. R.....	45,877 59	21 99 62 84
	22003	Indianapolis to Terra Haute...	Ind	T. H. and I. R. R.....	41,215 03	11 97 56 45
	22004	Indianapolis to Michigan City.	Ind	W.,St. L. and P. Rwy.	13,128 39	10 06 20 97
	22044	Terre Haute to East Saint Louis	Ind	T. H. and I. R. R.....	87,792 28	36 60 120 28
	23020	Chicago to Cairo.....	Ills	Ill. Central Rwy.....	61,006 95	45 00 83 57
	23023	Decatur to East Saint Louis...	Ills	W.,St. L. and P. Rwy.	22,695 94	10 88 13 18 31 09

their pay, and fines and forfeitures remitted--Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions
Oct. 30, 1885	.....	Failure half trip	.....	$74 79
Oct. 31, 1885	.....	Failure round trip		
.....	.....	Failure to run one line 50-foot railway post-office cars one way over the route, as follows: Train No. 50, October 29, 30, 31; No. 51, October 30, 31; No. 52, October 30, 31; No. 53, October 31, 1885.	.....	28 80
Feb. 3, 4, 1886	Orange C. H	Failure to arrive	.....	1 37
Feb. 4, 1886	....do	Failure to depart		
.....do	Gordonsville	Failure to arrive and depart		
.....	.....	The following trains failed to connect with depending mail at Wheeling, to wit: No. 700, November 4, 7, 25; No. 702, November 19, 28, 1885; No. 803, March 9; No. 3, March 2, 3, 26, 28, 30, 1886.	$2 00	.....
No. 50, Jan. 10, 11; Feb. 4, 5, 6, 9, 13; Mch. 3, 7; No. 52, Jan, 3, 4, 7, 12, 13; Feb, 5, 6, 7, 8. 9, 21, 23; Mar. 4, 6, 17, 1886.	Atlanta	Failure to connect	484 00	11 76
.....	.....	Failure to run one 50-foot railway post-office car on train No. 51, between Gainesville, Ga., and Air-Line Junction (214.73 miles), March 5, 1886.		
.....	.....	The following trains failed to connect with depending mails at Chicago, Ills., to wit: No. 5, January 13, 26; February 1, 3, 4, 5, 9, 15, 20, 25; March 1, 9, 10, 11, 12, 13, 17, 24, 26, 29; and No. 9, January 20, 29, 1886.	242 00	.....
.....	.....	The following trains failed to connect with depending mails at Indianapolis, Ind., to wit: Train No. 2, January 1, 9; February 10, 15; and No. 12, January 7, 8, 9, 12, 1886.	48 00	.....
.....	.....	Failed to connect with depending mails at Indianapolis, Ind., to wit: Train No. 33, January 23; No. 31, February 4, 9, 26.	20 00	.....
.....	.....	Failed to connect with depending mails at East Saint Louis, as follows: Train No. 1, January 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 20, 23, 28, 29; February 2, 3, 4, 5, 6, 14, 17, 19, 24, 25; March 3; No. 5, January 6, 7, 8, 9, 10, 11, 12, 13, 14, 18; February 5, 6; and No. 7, March 7, 1886.	695 00	.....
.....	.....	Failed to connect with depending mails at Chigago, as follows: Train No. 2, January 7, 22, 27; February, 3 5, 6; No. 4, January 12; February 10, 13, 1886.	202 50	.....
.....	.....	The following trains failed to connect with depending mails at East Saint Louis, to wit: Train No. 3, January 7, 8, 9, 13, 18, 21, 23, 24; February 1, 2, 3, 4, 5, 6, 8, 10, 11, 13, 17, 28; March 1, 4, 8, 12, 21, 26, 28; No. 5, January 9, 11, 23; No. 43, January 10; February 22, 1886.	182 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 7	23025	Hannibal to Bluffs	Ill	W., St. L. and P. Rwy.	$5,644 12	$9 01
	23034	Springfield to Gil	Ill	Ill. Central Rwy	6,360 78	10 16
	23034	do	Ill	do		
	23062	Kankakee to Bloomington	Ill	do	3,724 80	5 95
	23086	Buckingham to Clarke	Ill	do	327 97	52
		STEAMBOAT SERVICE				
	20097	Louisville to Evansville	Ky	W. H. Hite	10,000 00	15 97
	20097	do	Ky	do		
	20097	do	Ky	do		
	20097	do	Ky	do		
	20097	do	Ky	do		
	20097	do	Ky	do		
	29093	Terrene to Jacksonport	Ark	E. C. Postal	1,950 00	18 74
	29093	do	Ark	E. C. Postal	1,950 00	18 74
	30092	Natchez to Bayou Sara	La	J. G. Stewart	12,950 00	41 50
		Remissions.				
		STAR SERVICE.				
	44189	The Dalles to Mitchell	Oreg	H. B. Eastman	4,220 00	13 52
	44190	The Dalles to Wapinita	Oreg	W. H. Ridenbaugh	1,445 20	4 62
		Hay Creek to Warm Springs			785 43	2 51
		Bake Oven to Prineville			2,073 54	6 64
		STAR SERVICE.				
Apr. 8	10249	Avenel to Washington	Md	W. H. Smith	474 00	21
	11166	Warsaw to Kilmarnock	Va	William E. Coleman	792 00	1 26
	11166	do	Va	do		
	11166	do	Va	do		
	11169	Heathsville to Kilmarnock	Va	W. F. Hansberger	540 00	86
	11169	do	Va	do		
	11202	Bowling Green to Thornburgh	Va	S. D. Castleman	287 00	91
	11251	Gordonsville to Stanardsville	Va	B. F. Weaver	320 00	51
	11337	Mattaox to Painesville	Va	C. S. Seay	234 00	75
	11347	Charlottesville to Stanardsville	Va	L. E. Chappel	357 76	1 14
	11355	Earleysville to Mechums River	Va	V. Boreing	264 00	84
	11355	do	Va	do		
	11355	do	Va	do		
	11356	Mechums River to Stanardsville	Va	L. E. Chappel	287 00	1 37
	11368	Cootes Store to Crider's	Va	W. B. Catching	220 00	70
	11368	do	Va	do		
	11402	Farmeville to Cumberland C.H.	Va	J. Robinson	487 00	77
	11402	do	Md	do		
	11402	do	Md	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11, 12, 13, 14, Mar. 1, 1886.	Hanibal	Failure to connect	$27 00	
Jan. 22, 1886	Springfield	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		$10 16
Jan. 22, 1876	Bloomington	Failure to arrive and depart		5 95
do	do	Failure round trip		1 04
Jan. 10, 14, 16, 17, 18, 19, 22, 23, 24, 25, 26, 27, 28, 29; Feb. 5, 8, 9, 11, 12, 1886.	Louisville	Failure to arrive		
Jan. 9, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 23, 25, 27, 30; Feb. 4, 5, 6, 8, 9, 1886.	do	Failure to depart		
Jan. 30; Feb. 1, 19, 22, 23; Mar. 9, 1886.	do	Failure to connect		
Jan. 9, 12, 14, 15, 16, 19, 20, 21, 22, 23, 24, 26, 27; Feb. 5, 6, 7, 9, 10, 1886.	Evansville	Failure to arrive		646 78
Jan. 8, 12, 14, 15, 16, 19, 20, 21, 22, 23, 25, 26, 27; Feb. 5, 6, 8, 9, 10, 1886.	do	Failure to depart		
Jan. 31, 1886	do	Failure to connect		
		Whereas the deduction ordered Jan. 10, 1885, was based upon the pay of the temporary contractor instead of the pay of the present contractor ($1,950 per annum); and whereas a further sum should be deducted in order that the total deduction may be equal to the value of the service lost, therefor deduct		14 51
Jan. 16, 23; Feb. 6, 1886	Jacksonport	Failure to arrive and depart		56 22
Jan. 1, 8, 1886		Failure total		83 00

Remit $141 96, the deduction noted in report for week ended Feb. 7, 1885; it having been shown that the interruption of service was caused by a severe snow-storm, and that the subcontractors made all reasonable efforts to perform the service, and sustained losses in so doing.

Remit 155 20, the deduction noted in report for week ended Feb. 21, 1885; it having been shown that the interruption to the service was caused by a severe snow-storm, and that the subcontractors made all reasonable efforts to perform the service, and sustained losses in so doing.

Jan. 23, 30; Feb. 5, 11, 12, 15, 19, 1886.	Between Avenel and Brightwood.	Failure total 6 times a week service (1⅓ pro rata).		$4 41
Feb. 4, 5, 6, 1886	Warsaw	Failure to arrive and depart		
Feb. 4, 5, 8, 1886	Kilmarnock	Failure to arrive		7 56
Feb. 4, 5, 6, 1886	do	Failure to depart		
Feb. 4, 5, 6, 11, 1886	Heathsville	Failure to arrive and depart		6 02
Feb. 4, 5, 6, 1886	Kilmarnock	do		
Jan. 7; Feb. 4, 6, 13, 16, 1886		Failure total		9 10
Feb. 3, 4, 1886		do		1 02
Feb. 4, 1886		do		1 50
Jan. 4, 6; Feb. 4; Mar. 31, 1886		Failure 13 miles each both ways		4 56
Feb. 4, 1886		Failure total		
Jan. 5; Feb. 13, 1886		Failure on 11 miles each both ways.		4 14
Mar. 30, 1886		Failure on 6 miles both ways		
Jan. 4, 5, 1886		Failure total		2 74
Jan. 13, 1886		Failure on 12 miles both ways.		1 68
Mar. 31, 1886		Failure half trip		
Feb. 4, 5; Mar. 30, 1886	Farmeville	Failure to arrive and depart		
Feb. 1, 2, 3, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27; Mar. 18, 19, 23, 25, 29, 1886.		Failure to connect	$5 00	3 84
Feb. 4, 5, 1886	Cumberland C. H.	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 8	11403	Farmeville to Buckingham C.H.	Md	C. J. Taylor	$984 00	$1 57
	11403	.....do	Md	.....do	.....	.....
	11403	.....do	Md	.....do	.....	.....
	11452	Nebraska to Bent Creek.....	Md	B. W. Beedy.....	270 00	86
	11477	Fincastle to Tinker's Rock....	Va.....	John Landes, sr., and T. B. Hickman.	136 00	43
	11477	.....do	Va.....	.....do	.....	.....
	11477	.....do	Va.....	.....do	.....	.....
	11486	Thaxton's to Sandy Ford.....	Va.....	G. D. Moore.....	103 99	49
	11492	Danville to Rocky Mount.....	Va.....	W. F. Hansberger....	896 92	2 87
	11492	.....do	Va.....	.....do	.....	.....
	11492	.....do	Va.....	.....do	.....	.....
	11494	Danville to Shockoe	Va.....	L. E. Chappel	259 00	1 24
	11495	Riceville to Elba	Va.....	G. W. Chambers.....	435 89	69
	11495	.....do	Va.....	.....do	.....	.....
	11495	.....do	Va.....	.....do	.....	.....
	11497	Chatham to Lola	Va.....	.....do	180 35 360 70	57
	11497	.....do	Va.....	.....do	.....	.....
	11509	Axton to Mountain Valley	Va.....	W. D. Mitchell.....	325 00	51
	11509	.....do	Va.....	.....do	.....	.....
	11514	Rocky Mountain to Challaway's	Va.....	H. V. Childress.....	438 00	69
	11514	.....do	Va.....	.....do	.....	.....
	11516	Rocky Mountain to Shady Grove	Va.....	W. M. Woodruff.....	489 00	78
	11516	.....do	Va.....	.....do	.....	.....
	11517	Dillon's Mills to Pilot.....	Va.....	J. M. Collins.....	295 00	94
	11517	.....do	Va.....	.....do	.....	.....
	11549	Radford Furnace to Reed Island	Va.....	B. W. Beedy.....	163 00	52
	11549	.....do	Va.....	.....do	.....	.....
	11521	Endicott to Elamsville.....	Va.....	W. B. Catching.....	72 00	69
	11522	Hale's Ford to Union Hall.....	Va.....	L. E. Chappel	117 00	56
	11522	.....do	Va.....	.....do	.....	.....
	11528	Vinton to Taylor's Store.....	Va.....	G. W. Chambers.....	96 99	92
	11533	Christiansburgh to Floyd C. H.	Va.....	S. D. Castleman.....	487 00	77
	11533	.....do	Va.....	.....do	.....	.....
	11535	Ronald to Newport	Va.....	L. E. Chappel.....	387 00	61
	11535	.....do	Va.....	.....do	.....	.....
	11542	Newport to Ripplemead	Va.....	G. A. Harris	156 00	50
	11542	.....do	Va.....	.....do	.....	.....
	11543	Mouth of East River to Red Sulphur Springs.	Va.....	G. W. Chambers.....	394 99	62
	11543	.....do	Va.....	.....do	.....	.....
	11548	Pulaski Station to Allisonia ...	Va.....	F. R. Calfee.....	197 00	63
	11548	.....do	Va.....	.....do	.....	.....
	11553	Floyd C. H. to Snowville	Va.....	G. E. Hambrick.....	105 00	1 00
	11554	Floyd C. H. to Rocky Mount ..	Va.....	J. C. Foley.....	392 00	1 25
	11555	Floyd C. H. to Hillsville.....	Va.....	J. E. Gardner.....	697 00	1 11
	11555	.....do	Va.....	.....do	.....	.....
	11556	Floyd C. H. to Graysville.....	Va.....	J. W. Deheart	219 00	70
	11556	.....do	Va.....	.....do	.....	.....
	27287	Keata to Foote	Iowa...	J. A. Craft.....	224 31	71
	27287	.....do	Iowa...	.....do	.....	.....
	32135	Garfield to Fort Gibson.....	Ind. T .	M. A. Thompson.....	98 00	94
		MAIL-MESSENGER SERVICE.				
	60001	Abbott railroad.....	Me	H. S. Cleaves.....	73 00	23
	60004	Alton to railroad	Me	F. L. McKechnie.....	120 00	19
	60028	Fairbanks to railroad	Me	F. L. Butler.....	25 00	04
	60049	North Sidney to railroad.....	Me	W. J. Cole	80 00	13
	60066	Steep Falls to railroad.....	Me	E. F. Sawyer.....	72 90	.....
	60079	Westport to railroad.....	Me	R. Cameron.....	144 00	.....
	60098	East Dedham to railroad	Me	N. Wilson	139 00	44
	60103	West Freeman to railroad	Me	S. A. Lovejoy	44 00	07
	68040	Englishtown to railroad.	N. J ...	William Longstreet...	90 00	04
	68040	.....do	N. J ...	.....do	.....	.....
	68148	Turkey to railroad	N. J ...	C. W. Harvey.....	99 00	30
	68159	West Creek to railroad.....	N. J ...	C. Gaskill.....	93 00	07

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 5, 1886	.....	Failure total	.....	$6 64
Mar. 30, 1886	.....	Failure on 28½ miles both ways		
Mar. 31, 1886	.....	Failure on 4½ miles both ways		
Feb. 4, 6, 25, 1886	Bent Creek	Failure to arrive and depart	.....	2 58
Jan. 9, 1886	.....	Failure on 9½ miles both ways	.....	1 14
Jan. 12, 1886	.....	Failure on 1 mile both ways		
Jan. 14, 1886	.....	Failure on 3½ miles both ways		
Jan. 5; Mar. 31, 1886	.....	Failure on 6 miles both ways	.....	1 30
Feb. 4, 1886	Danville	Failure to arrive and depart	.....	7 17
Jan. 5, 1886	Rocky Mount	Failure to arrive		
Jan. 4; Mar. 31, 1886	....do	Failure to depart		
Mar. 31, 1886	Danville	Failure to arrive and depart	.....	1 24
Feb. 4; Mar. 30, 31, 1886	Riceville	Failure to arrive	.....	3 79
Feb. 6; Mar. 31, 1886	....do	Failure to depart		
Feb. 5; Mar. 30, 31, 1886	Elba	Failure to arrive and depart		
Mar. 30, 1886	.....	Failure on 9⅛ miles both ways	.....	1 98
Mar. 31, 1886	.....	Failure total	.....	1 98
Feb. 16, 1886	.....	.....do	.....	13 11
Feb. 17; Mar. 30, 31, 1886	.....	Failure on 4 miles both ways	.....	4 68
Jan. 4, 5, 9; Feb. 4, 5; Mar. 29, 30, 31, 1886.	Rocky Mount	Failure to arrive and depart	.....	5 64
Jan. 4, 5, 9, 11, 12, 13; Feb. 4, 5; Mar. 29, 30, 31, 1886.	Challaway's	.....do	.....	3 12
Jan. 4; Mar. 30, 31, 1886	Rocky Mount	.....do	.....	1 38
Feb. 4; Mar. 30, 31, 1886	Shady Grove	.....do	.....	2 04
Jan. 12, 14, 16; Feb. 4, 1886	Dillon's Mills	.....do	.....	1 84
Jan. 11; Feb. 4, 1886	Pilot	.....do	.....	3 85
Jan. 5; Feb. 13; Mar. 30, 1886	Radford Furnace	.....do	.....	4 27
Jan. 9, 19; Feb. 13, 1886	Reed Island	.....do	.....	3 50
Jan. 9, 1886	.....	Failure total	.....	2 13
Jan. 13, 16; Mar. 31, 1886	.....	Failure on 6 miles both ways	.....	25 00
Jan. 23, 1886	.....	Failure on 4 miles both ways		
Jan. 16; Feb. 13, 1886	Taylor's Store	Failure to arrive and depart	.....	69
Jan. 11; Mar. 31, 1886	Christiansburgh	Failure to arrive and depart	.....	19
Jan. 11; Feb. 4; Mar. 31, 1886.	Floyd C. H	.....do	.....	48
Feb. 5, 1886	Newport	.....do	.....	1 30
Jan. 9, 11, 16, 18, 23, 27; Feb. 3, 4, 1886.	Blacksburgh	Failure to connect with carrier in middle of route (1½ pro rata for failures to connect).	.....	20
Jan. 5, 9, 12; Feb. 4, 1886	Newport	Failure to arrive and depart	.....	36 00
Jan. 9, 12; Feb. 4, 1886	Ripplemead	.....do	.....	44
Mar. 30, 31, 1886	.....	Failure total	.....	98
Jan. 5, 9, 11, 12, 13; Feb. 4, 5, 1886.	.....	Failure on ½ mile each both ways.	.....	08
Jan. 5, 7, 9; Feb. 4, 20, 1886	Pulaski Station	Failure to arrive and depart	.....	30
Jan. 5, 9; Feb. 4, 20, 1886	Allisonia	.....do	.....	1 33
Jan. 9, 16, 1886	Floyd C. H	.....do	.....	2 76
Jan. 4, 11; Feb. 5, 1886	....do	.....do	.....	5 67
Jan. 4, 9, 12, 1886	....do	.....do	.....	2 00
Jan. 4, 1886	Hillsville	.....do	.....	3 75
Jan. 4; Feb. 5, 1886	Floyd C. H	.....do	.....	4 44
Jan. 4, 13; Feb. 5, 1886	Graysville	.....do	.....	3 50
Jan. 8, 1886	.....	Failure total	.....	2 13
Jan. 22, 1886	Keata	Failure to arrive and depart	.....	25 00
.....	.....	No service performed by contractor from Dec. 26, 1885, to Mar. 27, 1886.	.....	25 00
Mar. 2, 3, 4, 1886	.....	Failure to perform service	.....	69
Mar. 22, 1886	.....	Failure 1 trip	.....	19
In first quarter, 1886	.....	Failure 12 trips	.....	48
Jan. 6, 7, 8, 9; Mar. 15, 1886	.....	Failure to perform service	.....	1 30
Mar. 20, 1886	.....	No service	.....	20
In first quarter, 1886	.....	Service performed by postmaster.	.....	36 00
Feb. 27, 1886	.....	Failure 1 trip	.....	44
In first quarter, 1886	.....	Failure 14 trips	.....	98
.....do	.....	Failure 2 trips	.....	08
Jan. 25, 1886	.....	Failure to dispatch mail. Left mail-bag on platform.	$0 50	30
Feb. 12, 1886	.....	Failure 1 trip	.....	1 33
In first quarter, 1886	.....	Failure 19 trips	.....	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886.						
Apr. 8.	69030	Beech Creek to railroad	Pa	W. B. Miller	$180 00	$0 29
	69032	Bellowsville to railroad	Pa	F. J. Flocker	52 00	17
	69038	Birmingham to railroad	Pa	William Schofield	114 00	12
	69038	....do	Pa	....do		
	69198	Jermyn to railroad	Pa	C. W. Davis	200 00	13
	69224	Lehigh Gap to railroad	Pa	C. Craig	80 00	13
	69249	McCall's Ferry to railroad	Pa	M. L. Fry	75 00	12
	69461	Upper Black Eddy to railroad	Pa	E. Pursell	56 00	
	69477	Warrior's Mark to railroad	Pa	G. Rabold	75 00	06
	69576	Gill Hall to railroad	Pa	J. Coleman	125 00	40
	69619	Gaines to railroad	Pa	C. W. Hurlburt	95 00	15
	72022	Hillsborough to railroad	Md	G. C. Sherwood	120 00	19
	72025	Linden to railroad	Md	E. Bergfeld	52 00	17
	72028	Middleburgh to railroad	Md	M. Seabrooks	124 00	10
	72029	Millstone to railroad	Md	D. Dick	140 00	44
	72032	Pikesville to railroad	Md	C. B. Murray	240 00	19
	72060	Kitzmillersville to railroad	Md	E. R. Browning	50 00	08
	72065	Lock 53 to railroad	Md	T. Bootman	52 00	17
	83349	Sharonville to railroad	Ohio	P. M. Denman	64 00	10
		RAILROAD SERVICE.				
	21001	Bellaire to Columbus	Ohio	Central Ohio R. R.	23,297 34	15 95 31 91
	21028	Cincinnati to Parkersburgh	Ohio	C. W. & B. R. R	74,082 84	41 78 101 48
	22010	Cincinnati to East Saint Louis	Ohio	O. & Miss. R. R. (R. P. O. cars).	106,702 10 23,674 00	48 72 73 08 146 16 70 00
	22010	....do	Ohio	....do		
	22010	....do	Ohio	....do		
	28001	Saint Louis to Atchison	Mo	Mo. Pacific R. R. (R. P. O. cars).	139,256 81 30,732 50	190 76 95 38
	28002	Saint Louis to Bismarck	Mo	St. L., I. M. & S. (R. R. O. cars).	21,497 71 4,893 20	29 44 9 81
	28002	....do	Mo	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 1886		Failure 1 trip		$0 29
Jan. 9, 11, 1886		Failure to perform service		34
Jan. 12, 1886		Failure to connect	$1 00	12
Jan. 11, 1886		Delay in delivery of mail		
In first quarter, 1886		Failure 5 trips		65
do		Failure 3 trips		39
do		Failure 4 trips		48
Mar. 7 to 31, 1886		Service performed by R. R. Co		3 89
In first quarter, 1886		Failure to connect once		06
Jan. 11, 1886		Failure 1 trip		40
Jan. 25, 1886		Failure to connect once		15
Feb. 11, 1886		Failure 1 trip		19
Dec. 14, 1886		Failure to connect		17
Jan. 12; Feb. 8, 18, 1886		Failure 1 trip each		60
Jan. 9, 29; Feb. 26; Mar. 2, 5, 1886.		Failure to perform service		2 20
Feb. 4, 8, 22, 23, 1886		Failure 1 trip each		2 28
Mar. 31. 1886		Failure 1 trip		08
do		do		17
Jan. 8, 1886		Failure 1 connection		10
No. 6, Jan. 29, 1886	Bellaire	Failure to connect	8 00	
No. 1, Jan. 11, 12, 13; Feb. 4, 5, 8, 14, 18, 21, 24, 27; Mar. 12, 18; No. 3, Feb. 4, 5, 6; Mar. 26, 1886.	Cincinnati	do	355 00	
		Failure to connect with depending mails at Cincinnati, as follows: Train No. 2, Dec. 9, 1885, Mar. 28, 1886; and No. 4, Dec. 1, 5, 6, 8, 12, 13, 15, 16, 30, 1885; Jan. 10, 12; Feb. 19; Mar. 10, 23, 1886.		
		Failure to connect at East Saint Louis with depending mails as follows: Train No. 1, Jan. 8, 9, 11, 12, 16; Feb. 4, 5, 8, 18, 27. No. 3, Jan. 1, 7, 8, 9, 10, 12; Feb. 22; Mar. 4; and No. 5, Jan. 11, 15; Feb. 4, 7, 21; Mar. 3, 1886.	1,169 00	18 53
		No postal car on train No. 2 arriving at Cincinnati, Ohio, at 7.03 p. m., Jan. 10, 1886.		
		Failure to connect at Saint Louis with depending mails, as follows: Train No. 2, Jan. 5, 8, 9; Feb. 8, 10; Mar 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 25, 26, 28. No, 4, Jan. 8, 9, 12, 17, 20, 23, 26, 27; Feb. 1, 3, 4, 16; Mar. 8, 9, 11, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1886.	2. 527 50	
		The following trains failed to connect at Saint Louis with depending mails: No. 602, Jan. 3, 9, 10, 13, 21, 26; Feb. 3, 5, 8, 9, 12, 13; Mar. 6, 12, 13, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. No. 604, Jan. 2, 5, 10, 13, 14, 24; Feb. 1, 3, 4, 5, 13, 25; Mar. 2, 4, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. No. 608, Jan. 2, 5, 10, 13, 17; Feb. 3, 4, 6, 12, 13, 17, 19, 21, 23, 24; Mar. 8, 15, 16, 17, 18, 19, 30, 1886.	436 00	3 35
		Failed to run R. P. O. car one way over the route on train No. 602, Feb. 5, 1886.		

Fines imposed on contractors and deductions made from

Date of Order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE.				
1886. Apr. 8	11094	Norfolk to Cape Charles	Va	N. Y. & Phila. & Norfolk R. R.	$10,971 62	$15 07
	11094	do	Va	do		
	11094	do	Va	do		
	11096	Franklin City to Chincoteague Island.	Va	O. D. S. S	750 00	1 19
	11096	do	Va	do		
	11096	do	Va	do		
	11097	Norfolk to Baltimore	Va	Balto. S. P	12,000 00	19 16
	11097	do	Va	do		
	11097	do	Va	do		
	11097	do	Va	do		
	11099	Norfolk to Richmond	Va	Va. S. B	7,000 00	25 43
					3,500 00	11 21
	11099	do	Va	do		
	11099	do	Va	do		
	11099	do	Va	do		
	11099	do	Va	do		
	13094	Edenton to Williamston	N. C	J. D. Briggs	3,000 00	4 79
	13094	do	N. C	do		
	13097	Edenton to Franklin	N. C	J. H. Bogart	3,500 00	11 21
	13097	do	N. C	do		
	13097	do	N. C	do		
	13098	Plymouth to Windsor	N. C	C. T. Harden	883 00	1 41
	13098	do	N. C	do		
	13098	do	N. C	do		
	13098	do	N. C	do		
	13100	Wilmington to Fayetteville	N. C	S. W. Skinner	1,450 00	6 96
	13100	do	N. C	do		
	13100	do	N. C	do		
	30097	New Orleans to Port Vincent	La	M. C. Muncy	3,864 35	18 57
	30097	do	La	do		
	30097	do	La	do		
		STAR SERVICE.				
Apr. 9	11168	Templeman's Cross Roads to Kinsale.	Va	E. C. Newton	429 00	68
	11168	do	Va	do		
	11168	do	Va	do		
	11182	Matthews C. H to New Point	Va	J. B. Owen	200 00	31
	11183	Gloucester to Matthews C. H	Va	R. Weston	440 70	70
	11183	do	Va	do		
	11215	Delmont to Tolersville	Va	B. W. Beedy	520 74	83
	11215	do	Va	do		
	11215	do	Va	do		
	11222	Brandy Station to Richardsville.	Va	L. E. Chappel	449 00	71
	11232	Edenburgh to Edenburgh	Va	S. D. Castleman	327 00	52
	11232	do	Va	do		
	11240	Capon Road Depot to Capon Springs.	Va	W. F. Hansberger	393 90	62
	11240	do	Va	do		
	11240	do	Va	do		
	11246	Marksville to Criglersville	Va	C. J. Phillips	144 75	69
	11260	Mansfield to Oakland	Va	W. B. Catching	160 00	51
	11377	Staunton to Rockbridge Baths.	Va	B. W. Beedy	870 00	1 38
	11377	do	Va	do		
	11377	do	Va	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Norfolk	Failure to arrive		
Jan. 8; Feb. 3, 1886	Cape Charles	....do	.....	$37 70
Jan, 9; Feb. 4, 1886	....do	Failure to depart		
Jan. 11, 12, 13, 14, 15, 16, 18, 19, 20; Feb. 4, 5, 6, 8, 9, 10, 11, 12; Mar. 3, 4, 1886.	Franklin City	Failure to arrive and depart		
Jan 11, 12, 13, 15, 16, 18; Feb. 4, 5, 6, 8, 9, 10, 11, 26; Mar. 2, 3, 1886.	Chincoteague Island.	Failure to arrive	.....	40 46
Jan. 11, 12, 13, 14, 16, 18; Feb. 4, 5, 6, 8, 9, 10, 11, 26; Mar. 3, 1886.	....do	Failure to depart		
Jan. 16, 17, 19, 20, 21, 22, 23, 24, 26; Feb. 5, 6, 7, 9, 10, 11, 12 13, 14, 1866.	Norfolk	Failure to arrive and depart		
Jan. 10. 27, 1886	....do	Failure to arrive		
Jan. 9, 10, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27; Feb. 4, 6, 7, 9, 10, 11, 12, 13. 14, 1886.	Baltimore	....do	.....	746 24
Jan. 15, 16, 18, 19, 20, 21, 22, 23, 25, 26; Feb. 4, 5, 6, 8, 9, 10, 11, 12, 13, 1866.	....do	Failure to depart		
Jan. 13, 15, 18, 20, 22, 25, 27, 29; Feb. 5, 8, 10, 12,1886.	Norfolk	Failure to arrive		
Jan. 12, 14, 16, 19, 21, 25, 26, 28, 30; Feb. 6, 9, 11, 1886.	....do	Failure to depart		
Jan. 12, 14, 16, 19, 21, 23, 26, 28; Feb. 4, 6, 9, 11, 1886.	Richmond	Failure to arrive	.....	538 32
Jan. 13, 15, 18, 20, 22, 25, 27, 29; Feb. 5, 8, 10, 12, 1886.	....do	Failure to depart		
Jan. 16, 18,1886		Failure on 20 miles each way.		12 30
Jan. 14, 1886	Williamston	Failure to arrive and depart	.....	
Jan. 11, 1886		Failure on 1 mile each way		45 00
Jan. 14, 16, 1886	Edenton	Failure to arrive and depart	.....	
Jan. 13, 15, 1886	Franklin	....do		
Jan. 11, 14, 15, 20, 22; Feb. 5, 6, 1886.	Plymouth	....do		21 85
Jan. 11, 14; Feb. 5, 1886	Windsor	....do	.....	
Jan. 13, 15, 18, 20, 22, 1886	....do	Failure to arrive		
Jan. 16, 19, 21, 23, 25, 30, 1886.	....do	Failure to depart		
Jan. 15, 1886	Wilmington	Failure to arrive and depart		
Jan. 16, 1886	Fayetteville	Failure to arrive	.....	13 92
Jan. 18, 1886	....do	Failure to depart		
Jan. 14; Feb. 13, 1886	New Orleans	Failure to arrive		
Jan. 12, 1886	Port Vincent	Failure to arrive and depart	.....	46 42
Feb. 12, 1886	....do	Failure to arrive		
Jan. 11; Feb. 3, 1886		Failure on 3 miles both ways.		
Feb. 8, 1886		Failure on 8 miles both ways.	.....	5 26
Feb. 4. 5, 6, 1886		Failure total		
Feb. 4, 5, 1886		....do	.....	1 24
Feb. 4, 1886		....do		
Feb. 11, 1886		Failure on 20 miles both ways.	.....	2 60
Feb. 13; Mar. 29, 30, 31, 1886	Belmont	Failure to arrive		
Feb. 13, 1886	....do	Failure to depart	.....	5 39
Feb. 4, 13; Mar. 30, 31, 1886	Tolersville	Failure to arrive and depart		
Feb. 3, 4, 1886		Failure total	.....	1 42
Jan. 1, 30; Feb. 11, 12; Mar. 31, 1886.	Edenburgh	Failure to arrive and depart	.....	4 16
Jan. 30; Feb. 11, 12, 1886	Columbia Furnace.	....do		
Mar. 31, 1886	Capon Road Depot.	....do		
Jan. 4, 11; Feb. 2, 12, 26; Mar. 29, 31, 1886.	Capon Springs	Failure to arrive	.....	4 65
Jan. 5, 12; Feb. 2, 3, 13; Mar. 30, 1886.	....do	Failure to depart		
Jan. 30; Feb. 6; Mar. 30, 1886.		Failure on 11 miles, both ways.	.....	2 26
Feb. 4, 1886		Failure total	.....	1 02
Feb. 3, 1886	Staunton	Failure to arrive and depart		
Feb. 3; Mar. 30, 1886	Rockbridge Baths.	Failure to arrive	.....	4 83
Feb. 3, 4; Mar. 31, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 9	11379	Staunton to Mount Meridian...	Va.....	L. E. Chappel.....	$463 00	$0 72
	11379	.....do.....	Va.....	.....do.....	.....	.....
	11342	Cumberland C. H. to Trenton Mills.	Va.....	J. Robinson	139 40	44
	11342	.....do.....	Va.....	.....do.....	.....	.....
	11396	New Canton to Well Water....	Va.....	J. N. Robertson	178 00	57
	11425	Boydton to Tarry's Mill.....	Va.....	E. Goode.....	140 00	44
	11505	Martinsville to Prillaman's....	Va.....	A. Bryant	200 00	64
	11518	Naff's to Callaway's.....	Va.....	S. E. Martin.....	187 00	29
	11518	.....do.....	Va.....	.....do.....	.....	.....
	11561	Stuart to Francisco.....	Va.....	E. Parr	124 00	59
	11561	..... do.....	Va.....	.....do.....	.....	.....
	11563	Stuart to Floyd C. H	Va.....	L. E. Chappel.....	369 00	1 18
	11563	.....do.....	Va.....	.....do.....	.....	.....
	11565	Shaft to Elamsville via Patrick Springs.	Va.....	E. Parr	192 00	13 33
	11665	.....do.....	Va.....	.....do.....	.....	.....
	11565	.....do.....	Va.....	.....do.....	.....	.....
	11565	.....do.....	Va.....	.....do.....	.....	.....
	11569	Hillsville to Mount Airy.....	Va.....	W. B. Catching.....	743 00	1 19
	11569	.....do.....	Va.....	.....do.....	.....	.....
	11569	.....do.....	Va.....	.....do.....	.....	.....
	11569	.....do.....	Va.....	.....do.....	.....	.....
	11569	.....do.....	Va.....	.....do.....	.....	.....
	11570	Larned Fork to Hillsville.....	Va.....	Hendrick & Marshall.	131 00	41
	11570	.....do.....	Va.....	.....do.....	.....	.....
	11573	Lambsburgh to Mount Airy..	Va	H. W. Couls.....	74 00	35
	11577	Wytheville to Hillsville.....	Va.....	L. E. Chappel.....	693 00	1 10
	11577	.....do.....	Va.....	.....do.....	.....	.....
	11577	.....do.....	Va.....	.....do.....	.....	.....
	11578	Rural Retreat to Comus Rock.	Va.....	C. F. Hurt.....	243 00	77
	11579	Rural Retreat to Cres.....	Va.....	T. G. Hudson.....	147 00	70
	11581	Bland C. H. to Wytheville.....	Va.....	L. E. Chappel	674 00	1 07
	11581	.....do.....	Va.....	.....do.....	.....	.....
	11582	Bland C. H. to Rocky Gap.....	Va.....	J. L. Hedrick.....	178 00	57
	11582	.....do.....	Va.....	.....do.....	.....	.....
	11582	.....do.....	Va.....	.....do.....	.....	.....
	11584	Rocky Gap to Gratton.....	Va.....	.....do.....	193 00	61
	11587	Sharon Springs to Chatham Hill.	Va.....	T. G. Hudson.....	267 00	91
	11589	Tazewell to Graham.....	Va.....	W. F. Hansberger....	477 00	76
	11589	.....do.....	Va.....	.....do.....	.....	.....
	11591	Tazewell to Sharon Springs....	Va.....	L. E. Chappel.....	760 00	1 21
	11591	.....do.....	Va.....	.....do.....	.....	.....
	11591	.....do.....	Va.....	.....do.....	.....	.....
	11591	.....do.....	Va.....	.....do.....	.....	.....
	11591	.....do.....	Va.....	.....do.....	.....	.....
	11591	.....do.....	Va.....	.....do.....	.....	.....
	11592	Tazewell C. H. to Cedar Bluffs.	Va.....	.....do.....	387 00	61
	11592	.....do.....	Va.....	.....do.....	.....	.....
	11592	.....do.....	Va.....	.....do.....	.....	.....
	11595	Falls Mills to Princeton.	Va.....	J. L. Hypse.....	210 00	67
	11595	.....do.....	Va.....	.....do.....	.....	.....
	11595	.....do.....	Va.....	.....do.....	.....	.....
	11598	Marion to Mouth of Wilson....	Va.....	V. Boreing.....	694 00	1 10
	11598	.....do.....	Va.....	.....do.....	.....	.....
	11598	.....do.....	Va.....	.....do.....	.....	.....
	11598	.....do.....	Va.....	.....do.....	.....	.....
	11601	Sugar Grove to Fox.....	Va.....	A. J. Wells.....	149 00	71
	11606	Independence to Sparta, N. C ..	Va.....	W. A. Woodruff.....	388 00	61
	11606	.....do.....	N. C ...	.....do.....	.....	.....
	11606	.....do.....	N. C ...	.....do.....	.....	.....
	11606	.....do.....	N. C ...	.....do.....	.....	.....
	13115	Aquone to Hayesville.....	N. C ...	J. G. Hale.....	373 00	59
	13115	.....do.....	N. C ...	.....do.....	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 11, 26, 1886	Staunton	Failure to arrive and depart		
Feb. 3, 11, 25; Jan. 4; Mar. 31, 1886.	Mount Meridian	Failure to arrive	.....	$4 01
Feb. 4, 1886	Cumberland C. H.	Failure to arrive and depart		
Jan. 9, 12, 28, 30; Feb. 4, 6, 9, 11, 13, 26; Mar. 30, 1886.	Trenton Mills	Failure to arrive and depart (1½ pro rata 9 failures).	.....	7 26
Feb. 4; Mar. 30, 1886	.....	Failure total	.....	2 26
Jan. 7, 9, 12, 14; Feb. 2, 4, 13, 20; Mar. 23, 30, 1886.	.....	Failure on 2 miles each, both ways.	.....	1 60
Feb. 12; Mar. 30, 1886	.....	Failure total	.....	2 56
Jan. 4, 12; Mar. 31, 1886	Naff's	Failure to arrive and depart	.....	2 90
Jan. 4, 11, 12, 13; Feb. 5, 4; Mar. 31, 1886.	Callaway's	....do		
Jan. 12. 1886	.....	Failure on 5 miles both ways		
Jan. 16, 1886	.....	Failure half trip	.....	1 03
Jan. 4, 13; Feb. 5, 1886	.....	....do		
Mar. 31, 1886	.....	Failure on 25¾ miles both ways	.....	5 70
Jan. 5; Mar. 31, 1886	Shaff	Failure to arrive		
Jan. 5; Mar. 31, 1886	Patrick Springs	....do		
Jan. 2, 9, 12, 14, 16; Feb. 14; Mar. 27, 1886.	....do	Failure to arrive and depart	.....	4 88
Jan. 2, 9, 11, 12, 14, 16; Feb. 13, 1886.	Elamsville	....do		
Feb. 5, 6, 1886	.....	Failure total		
Jan. 1, 1886	.....	Failure on 1 mile each way		
Jan. 9, 1886	.....	Failure on 19 miles each way	.....	9 71
Jan. 11, 1886	.....	Failure on 15 miles each way		
Jan. 12, 1886	.....	Failure on 17 miles		
Feb. 5, 1886	Laurel Fork	Failure to arrive and depart	.....	1 23
Jan. 4; Mar. 31, 1886	Hillsville	....do		
Jan. 4, 11, 1886	.....	Failure total	.....	1 40
Jan. 4, 1886	.....	Failure on 21 miles both ways		
Mar. 31, 1886	.....	Failure on 16 miles both ways	.....	3 90
Jan. 11, 1886	.....	Failure half trip		
Jan. 12, 1886	.....	Failure total	.....	1 54
Jan. 12; Mar. 30, 1886	.....	Failure total	.....	2 80
Jan. 12, 1886	Bland C. H	Failure to arrive	.....	5 88
Jan. 9, 11, 14; Mar. 30, 31, 1886.	Wytheville	Failure to arrive and depart		
Jan. 5, 12, 14; Feb. 13; Mar. 30, 1886.	Bland C. H.	....do		
Jan. 5, 12, 13; Feb. 13, 1886	Rocky Gap	....do	.....	5 65
Feb. 6, 1886	....do	Failure on 7 miles both ways		
Jan. 12, 14, 1886	.....	Failure total	.....	2 44
Jan. 9, 12, 14, 1886	Chatham Hill	Failure to arrive and depart	.....	2 73
Jan. 11; Mar. 31, 1886	Tazewell C. H.	....do	.....	1 52
Mar. 31, 1886	Graham	....do		
Jan. 12; Feb. 4; Mar. 3, 1886.	Tazewell C. H.	Failure to arrive		
Jan. 13; Feb, 5; Mar. 3, 1886	....do	Failure to depart		
Jan. 13; Feb. 4, 20, 1886	Sharon Springs	Failure to arrive	.....	10 02
Jan. 12; Feb. 5, 20, 1886	....do	Failure to depart		
Jan. 9, 1886	.....	Failure on 10 miles both ways		
Jan. 11, 1886	.....	Failure on 14 miles both ways		
Jan. 4, 12; Mar. 30, 31, 1886	Tazewell C. H.	Failure to arrive		
Jan. 4, 12, 1886	....do	Failure to depart	.....	4 27
Jan. 4, 12; Mar. 30, 31, 1886	Cedar Bluffs	Failure to arrive and depart		
Jan. 8; Feb. 2, 1886	.....	Failure on 8 miles each way		
Mar. 31, 1886	.....	Failure on 10 miles each way	.....	2 83
Jan. 2, 1886	.....	Failure half trip		
Jan. 9, 11, 12, 13; Mar. 31, 1886.	Marion	Failure to arrive		
Jan. 11, 12; Mar. 31, 1886	....do	Failure to depart	.....	6 60
Jan. 11; Mar. 31, 1886	Mouth of Wilson	Failure to arrive		
Jan. 12; Mar. 31, 1886	....do	Failure to depart		
Jan. 12, 15, 1886	.....	Failure total	.....	2 84
Jan. 4, 5, 6, 9, 11, 12, 19, 20, 21, 22, 23, 1886.	Independence	Failure to arrive		
Jan. 4, 5, 6, 11, 12, 13, 19, 20, 21, 22, 23, 25, 1886.	.. do	Failure to depart		
Jan. 4, 5, 6, 11, 12, 18, 19, 25, 28; Feb. 5; Mar. 31, 1886.	Sparta	Failure to arrive	.....	13 72
Jan. 4, 5, 6, 11, 12, 18, 19, 25, 26; Feb. 5; Mar. 31, 1885...	....do	Failure to depart		
Jan. 11; Mar. 31, 1886	Aquone	Failure to arrive and depart	.....	2 95
Jan. 9, 11; Mar. 31, 1886	Hayesville	....do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 9	13118	Franklin to Clayton	N. C	J. C. Hodgkins	$512 50	$0 81
	13118	do	N. C	do		
	13118	do	N. C	do		
	13119	Franklin to Hayesville	N. C	N. W. Jones	239 00	1 14
	13119	do	N. C	do		
	13121	Franklin to Walhalla	N. C	E. T. Clemmons	1,279 00	83
						1 20
	13121	do	N. C	do		
	13121	do	N. C	do		
	13121	do	N. C	do		
	13121	do	N. C	do		
	13121	do	N. C	do		
	13122	Wikle's Store to Scaly	N. C	T. G. Gibson	64 00	61
	13127	Hamburgh to Balam Grove	N. C	A. Easley	122 00	1 17
	13130	Brevard to Traveller's Rest	N. C	E. T. Clemmons	583 00	1 86
	13130	do	N. C	do		
	13134	Vinson to Springdale	N. C	T. G. Gibson	110 00	52
	13134	do	N. C	do		
	13137	Webster to Franklin	N. C	S. D. Castleman	460 00	73
	13137	do	N. C	do		
	13137	do	N. C	do		
	13137	do	N. C	do		
	13137	do	N. C	do		
	13137	do	N. C	do		
	13138	Ivy to Ivy	N. C	T. G. Gibson	97 00	46
	13138	do	N. C	do		
	13160	Marion to Rutherford	N. C	A. Easley	342 00	1 64
	13163	Burnsville to Bakersville	N. C	H. N. Woodruff	195 00	62
	13163	do	N. C	do		
	13163	do	N. C	do		
	13164	Burnsville to Asheville	N. C	Edwards & Edwards	877 00	1 40
	13164	do	N. C	do		
	13165	Burnsville to Spruce Pine	N. C	H. N. Woodruff	312 00	49
	13165	do	N. C	do		
	13165	do	N. C	do		
	13165	do	N. C	do		
	13171	Bakersville to Johnson City	N. C	E. T. Clemmons	768 00	1 22
	13171	do	N. C	do		
	13171	do	N. C	do		
	13171	do	N. C	do		
	13171	do	N. C	do		
	13171	do	N. C	do		
	13172	Bakersville to Marion	N. C	do	761 00	1 21
	13172	do	N. C	do		
	13172	do	N. C	do		
	13179	Boone to Gap Creek	N. C	David Norris	99 00	47
	13179	do	N. C	do		
	13182	Valley Cruces to Butler	N. C	J. Hicks	262 12	83
	13182	do	N. C	do		
	13182	do	N. C	do		
	13182	do	N. C	do		
	13183	Meat Camp to Trade	N. C	H. N. Woodruff	61 60	29
	13183	Moritz Mills to Trade	N. C	do	95 20	45
	13189	Patterson to Boone	N. C	H. M. Hicks	249 00	1 19
	13189	do	N. C	do		
	13189	do	N. C	do		
	13189	do	N. C	do		
	13189	do	N. C	do		
	13189	do	N. C	do		
	13190	Patterson to Globe	N. C	H. N. Woodruff	104 00	50
	13192	Happy Home to Lenori	N. C	do	217 60	07
	13192	do	N. C	do		
	13193	Happy Home to Hall's Cross Roads.	N. C	do	274 81	1 31
	13193	do	N. C	do		
	13194	Morganton to Linville Cove	N. C	C. H. Barrier, jr	425 00	1 36
	13194	do	N. C	do		
	13194	do	N. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 1886		Failure on 16 miles each way		
Mar. 31, 1886	Franklin	Failure to arrive and depart		$3 43
Mar. 30, 31, 1886	Clayton	do		
Jan. 5, 8, 12, 15, 1886		Failure on 20 miles each way		
Mar. 31, 1886	Hayesville	Failure to arrive and depart		6 00
Jan. 4, 9, 11, 1886		Failure on 19½ miles each way		
Mar. 30, 31, 1886		Failure round trips		
Jan. 8, 1886		Failure on 2 miles each way		13 50
Jan. 12, 16, 1886		Failure on 15 miles each way		
Jan. 9, 1886		Failure round trip		
Jan. 11, 1886	Highland	Failure to arrive		
Jan. 21, 1886		Failure round trip		1 22
Jan. 15, 21, 1886		do		4 66
Jan. 11, 1886		Failure on 37½ miles each way		
Mar. 30, 1886		Failure on 39½ miles each way		6 98
do		Failure on 6½ miles each way		
Jan. 5, 12, 15, 1886	Springdale	Failure to arrive and depart		2 14
Jan. 4, 8, 1886	Webster	Failure to arrive		
Jan. 5, 9, 1886	do	Failure to depart		
Jan. 4, 11, 1886	Franklin	do	$2 00	4 38
Jan. 5, 12, 1886	do	Failure to arrive		
Mar. 31, 1886	do	Failure round trip		
Feb. 25; Mar. 20, 1886	Franklin	Wet mail		
Jan. 9, 1886		Failure on 5 miles each way		
Jan. 12, 16, 1886		Failure round trip		2 28
Jan. 12; Feb. 5; Mar. 10, 30, 1886.		do		13 12
Jan. 5, 7, 9, 12, 14, 23; Feb. 25, 1886.		Failure on 10¼ miles each way		
Jan. 16; Mar. 30, 1886		Failure round trip		7 13
Feb. 4, 1886	Bakersville	Failure to arrive		
Jan. 2, 4, 16; Mar. 30, 31, 1886.		Failure round trip		
Jan. 9, 11, 12, 13, 14, 15; Feb. 5, 1886.	Burnsville	Failure to arrive and depart		23 80
Jan. 9, 12, 14, 16; Feb. 5, 1886	do	do		
Jan. 4, 5, 11, 1886		Failure on 7 miles each way		
Jan. 9, 13, 1886	Spruce Pine	Failure to arrive and depart		6 86
Mar. 30, 31, 1886		Failure round trip		
Jan. 4, 9, 12, 13, 1886	Bakersville	Failure to arrive		
Jan. 11; Feb. 5, 1886	do	Failure to arrive and depart		
Jan. 4, 9, 1886	Johnson City	Failure to arrive		14 64
Jan. 11, 12, 14; Feb. 6, 1886	do	Failure to arrive and depart		
Mar. 30, 1886	do	Failure on 21 miles each way		
Mar. 31, 1886		Failure on 28½ miles each way		
Jan. 4, 5, 9, 11; Feb. 5; Mar. 30, 31, 1886.		Failure round trips		23 29
Jan. 7, 13, 1886		Failure on 12 miles each way		
Jan. 12, 23; Feb. 6, 1886		Failure on 20 miles each way		
Jan. 9, 13; Feb. 27, 1886		Failure round trips		3 63
Mar. 31, 1886		Failure on 13 miles each way		
Jan. 4, 1886		Failure round trip		
Jan. 5; Mar. 31, 1886		Failure on 11 miles each way		5 84
Jan, 19, 1886		Failure on 19 miles each way		
Feb. 5, 1886		Failure on 17 miles each way		
Jan. 12, 1886		Failure round trip		1 00
Feb. 9, 1886		Failure on 6 miles each way		
Jan. 12; Feb. 5; Mar. 26, 1886		Failure round trips		
Jan. 16, 1886	Patterson	Failure to arrive		
Jan. 19, 1886	do	Failure to depart		10 16
Mar. 31, 1886	do	Failure to arrive		
Jan. 15, 1886	Boone	do		
Jan. 16, 1886	do	Failure to depart		
Jan. 13; Mar. 31, 1886		Failure round trip		2 00
Jan. 4, 11, 14, 18, 1886	Between Happy Home and Lenori.	Failure round trip (twice a week).		6 84
Jan. 7, 12, 1886	Between Happy Home and Rutherford College.	Failure round trip (6 times a week).		
Jan. 12, 1886		Failure round trip		4 11
Mar. 30, 1886		Failure on 16 miles each way		
Jan. 4, 5, 1886		Failure round trip		
Jan. 11, 1886		Failure on 6 miles each way		4 43
Mar. 31, 1886		Failure on 16 miles each way		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 9	13201	Rutherfordtown to Marion	N. C	H. N. Woodruff	$304 07	$1 46
	13201	do	N. C	do		
	13201	do	N. C	do		
	13201	do	N. C	do		
	13201	do	N. C	do		
	13202	Rutherfordtown to Spartanburgh.	N. C	C. D. Carrier	294 00	1 41
	13202	do	N. C	do		
	13202	do	N. C	do		
	13202	do	N. C	do		
	13202	do	N. C	do		
	13203	Rutherfordtown to Rutherfordtown.	N. C	A. Easley	711 64	1 13
	13204	Forest City to Gaffney City	N. C	do	244 00	1 17
	13205	Forest City to Spartanburgh	N. C	S. D. Castleman	316 00	1 51
	13205	do	N. C	do		
	13205	do	N. C	do		
	13209	Shelby to Rutherfordtown	N. C	E. T. Clemmons	592 00	94
	13209	do	N. C	do		
	13210	Shelby to Algood	N. C	A. Easley	222 00	1 06
	13210	do	N. C	do		
	13212	Shelby to Gaffney City	N. C	J. F. Logan	198 00	95
	13212	do	N. C	do		
	13214	Lincolntown to Newton	N. C	S. D. Castleman	286 00	1 37
	13214	do	N. C	do		
	13214	do	N. C	do		
	13214	do	N. C	do		
	13216	Catawba to Mount Holly	N. C	A. Easley	684 00	1 38 39
	13226	Dellaplaine to Dobson	N. C	H. N. Woodworth	265 00	1 27
	13226	do	N. C	do		
	13228	Wilkesborough to Kapp's Mill	N. C	K. M. Thompson	144 00	1 38
	13228	do	N. C	do		
	13228	do	N. C	do		
	13228	do	N. C	do		
	13228	do	N. C	do		
	13230	Wilkesborough to Jefferson	N. C	H. N. Woodruff	744 00	1 19
	13230	do	N. C	do		
	13230	do	N. C	do		
	13230	do	N. C	do		
	13230	do	N. C	do		
	13230	do	N. C	do		
	13230	do	N. C	do		
	13230	do	N. C	do		
	13231	Wilkesborough to Wilkesborough.	N. C	do	194 78	93
	13231	do	N. C	do		
	13232	Wilkesborough to Lenori	N. C	L. L. Horton	340 46	1 08
	13232	do	N. C	do		
	13233	Wilkesborough to Cherry Lane	N. C	W. A. Woodruff	342 00	1 09
	13233	do	N. C	do		
	13233	do	N. C	do		
	13237	Jefferson to Ore Knob	N. C	H. N. Woodruff	238 00	38
	13237	do	N. C	do		
	13238	Jefferson to Elkville	N. C	do	272 00	1 30
	13238	do	N. C	do		
	13238	do	N. C	do		
	13238	do	N. C	do		
	13238	do	N. C	do		
	13238	do	N. C	do		
	13240	Jefferson to Mouth of Wilson	N. C	do	198 00	63
	13240	do	N. C	do		
	13240	do	N. C	do		
	13241	Jefferson to Boone	N. C	A. Easley	336 34	1 07
	13241	do	N. C	do		
	13241	do	N. C	do		
	13241	do	N. C	do		
	13246	Cherry Lane to Mouth of Wilson.	N. C	W. A. Woodruff	273 00	87
	13246	do	N. C	do		
	13246	do	N. C	do		
	13247	Cherry Lane to Dobson	N. C	W. A. Woodward	166 00	53
	13249	Sparta to Ore Knob	N. C	H. N. Woodruff	177 00	56
	13250	Mount Airy to Elks	N. C	A. Easley	312 00	1 00
	13250	do	N. C	do		
	13250	do	N. C	do		
	13251	Mount Airy to Dobson	N. C	M. H. Norman	197 00	31
	13251	do	N. C	do		
	13251	do	N. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 19, 26; Feb. 13, 1886	Rutherfordtown	Failure to depart		
Jan. 20, 27; Feb. 12, 1886	....do	Failure to arrive		
Jan. 13, 20; Feb. 3, 13, 1886	Marion	Failure to depart	.....	$12 47
Jan. 12, 19; Feb. 2, 12, 1886	....do	Failure to arrive		
Mar. 30, 1886	.....	Failure on 27 miles each way		
Jan. 5, 1886	.....	Failure on 21⅜ miles each way		
Jan. 2, 1886	.....	Failure round trip		
Mar. 30, 1886	.....	Failure on 22⅞ miles each way	.....	8 08
Jan. 15, 1886	Spartanburgh	Failure to arrive		
Jan. 16, 1886	....do	Failure to depart		
Jan. 4, 11, 1886	.....	Failure on 19¾ miles each way	.....	5 20
Jan. 4, 8, 11, 15, 18, 1886	.....	Failure on 9½ miles each way	.....	4 53
Jan. 6, 1886	.....	Failure on 26½ miles each way		
Jan. 13, 15, 1886	.....	Failure on 13 miles each way	.....	5 00
Mar. 31, 1886	.....	Failure on 8 miles each way		
Jan. 4, 1886	.....	Failure on 17 miles each way		
Mar. 31, 1886	.....	Failure on 20½ miles each way	.....	2 82
Jan. 5, 1886	.....	Failure on 12½ miles each way		
Mar. 30, 1886	Algood	Failure to arrive and depart	.....	2 09
Jan. 5, 12, 1886	.....	Failure on 9 miles each way		
Mar. 30, 1886	.....	Failure on 12 miles each way	.....	2 85
Jan. 5, 1886	Lincolntown	Failure to depart		
Jan. 6, 1886	....do	Failure to arrive		
Jan. 5, 12, 1886	Newton	.....do	.....	4 11
Jan. 6, 13, 1886	....do	Failure to depart		
Jan. 4, 1886	.....	Failure on 28¼ miles each way (3 times a week).	.....	2 43
.....do	.....	Failure on 1 mile each way		
Jan. 11, 14; Feb. 4, 1886	.....	Failure round trip	.....	7 70
Jan. 5, 1886	Wilkesborough	Failure to arrive		
Feb. 6, 1886	....do	Failure to depart		
Jan. 15; Feb. 4, 1886	Kapp's Mill	.....do	.....	4 14
Jan. 16; Feb. 5, 1886	....do	Failure to arrive		
Jan. 4, 13, 1886	.....	Failure round trip		
Jan. 11, 12, 1886	.....	Failure on 15 miles each way		
Jan. 13, 1886	Wilkesborough	Failure to depart		
Feb. 9, 1886	....do	Failure to arrive	.....	12 83
Mar. 31, 1886	....do	Failure to arrive and depart		
Jan. 16; Feb. 20, 1886	Jefferson	.....do		
Feb. 2, 1886	....do	Failure to depart		
Feb. 3, 1886	....do	Failure to arrive		
Jan. 5, 12, 1886	.....	Failure on 43¾ miles each way	.....	3 67
Mar. 31, 1886	Wilkesborough	Failure to arrive and depart		
Jan. 4, 6, 11, 13; Mar. 31, 1886	....do	.....do	.....	7 56
Jan. 5, 12, 1886	Lenori	.....do		
Jan. 4, 11, 1886	.....	Failure round trip		
Jan. 13; Feb. 5, 1886	.....	Failure on 6¼ miles each way	.....	6 28
Mar. 31, 1886	.....	Failure on 16¾ miles each way		
Jan. 4, 5, 9, 16, 28; Feb. 4, 1886	.....	Failure round trip	.....	5 01
Mar. 31, 1886	.....	Failure on 6 miles each way		
Jan. 16, 19; Feb. 5, 1886	.....	Failure on 27¾ miles each way		
Jan. 5, 1886	.....	Failure round trip		
Mar. 31, 1886	.....	Failure on 16¼ miles each way	.....	10 74
Jan. 8, 1886	Elkville	Failure to depart		
Jan. 9, 1886	....do	Failure to arrive		
Jan. 12, 1886	.....	Failure round trip		
Jan. 5, 16; Mar. 31, 1886	.....	Failure on 14 miles each way	.....	4 83
Jan. 9, 1886	Jefferson	Failure to arrive and depart		
Jan. 4, 11, 18, 1886	.....	Failure round trip		
Jan. 16, 1886	Jefferson	Failure to depart	.....	8 02
Jan. 13, 1886	Boone	Failure to arrive		
Jan. 14, 1886	Jefferson	Failure to depart		
Jan. 12, 28, 1886	Cherry Lane	Failure to arrive and depart		
Jan. 4, 11, 13, 27, 29, 1886	Mouth of Wilson	.....do	.....	6 96
Mar. 31, 1886	.....	Failure on 15⅝ miles each way		
Jan. 4, 11, 1886	.....	Failure on 14 miles each way	.....	1 23
Jan. 9, 12, 14, 1886	.....	Failure round trips	.....	3 36
Jan. 4, 15, 1886	.....	.....do		
Mar. 31, 1886	Mount Airy	Failure to arrive	.....	5 00
Mar. 31, 1886	Elks	Failure to depart		
Jan. 4, 11, 12, 13, 14; Feb. 5; Mar. 30, 1886.	.....	Failure round trips		
Jan. 5, 1886	Mount Airy	Failure to arrive and depart	.....	5 27
Feb. 6; Mar. 31, 1886	Dobson	.....do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 9	13254	Elkin to Cherry Lane	N. C	W. A. Woodruff	$147 00	$0 70
	13256	Yadkinsville to Elkin	N. C	H. N. Woodruff	376 00	60
					399 50	63
	13305	Salem to Mount Airy	N. C	E. T. Clemmons	1,147 00	1 82
	13305	....do	N. C	....do		
	13305	....do	N. C	....do		
	13305	....do	N. C	....do		
	13305	....do	N. C	....do		
	13305	....do	N. C	....do		
	27202	Donnellson to Pilot Grove	Iowa	W. B. Catching	496 00	79
	27202	....do	Iowa	....do		
	27202	....do	Iowa	....do		
	27202	....do	Iowa	....do		
	27207	Cantril to Keosauqua	Iowa	J. L. Strabala	449 00	71
	27207	....do	Iowa	....do		
	27208	Mount Zion to Fairfield	Iowa	S. A. Pond	544 00	86
	27208	....do	Iowa	....do		
	27208	....do	Iowa	....do		
	27216	Numa to Genoa	Iowa	J. A. Craft	189 00	60
	27221	New York to Corydon	Iowa	....do	311 00	49
	27221	....do	Iowa	....do		
	27222	Warsaw to Corydon	Iowa	....do	239 59	77
	27222	....do	Iowa	....do		
	27236	Blanchard to Hamburgh	Iowa	....do	388 00	1 24
	27236	....do	Iowa	....do		
	27238	Cain to College Springs	Iowa	W. N. Gibbs	278 00	44
	27238	....do	Iowa	....do		
	27241	Sidney to Hamburgh	Iowa	J. A. Craft	480 17	76
	27241	....do	Iowa	....do		
	27242	Sidney to Riverton	Iowa	T. L. Fisher and M. A. Hogsett.	199 00	31
	27244	Grant to Elliott	Iowa	W. H. Wells	296 00	47
	27245	Grant to Villisca	Iowa	E. M. Hardin	190 00	91
	27245	....do	Iowa	....do		
	27247	Nevinsville to Creston	Iowa	J. A. Craft	194 00	62
	27247	....do	Iowa	....do		
	27247	....do	Iowa	....do		
	27247	....do	Iowa	....do		
	27253	Osceola to Winterset	Iowa	....do	322 00	1 54
	27253	....do	Iowa	....do		
	27255	Chariton to Weller	Iowa	H. N. Warren	209 03	1 00
	27255	....do	Iowa	....do		
	27257	Melrose to New York	Iowa	J. A. Craft	388 00	1 24
	27257	....do	Iowa	....do		
		MAIL MESSENGER SERVICE.				
	61008	Centre Conway to railroad	N. H	G. R. Whitaker	64 00	10
	61059	Seabrook to railroad	N. H	A. A. Locke	80 00	06
	61073	West Campton to railroad	N. H	M. Spokesfield	145 00	46
	62016	Chipman's Point to railroad	Vt	H. Sedecor	50 00	16
	62056	Norwich to railroad	Vt	W. S. Bowles	40 00	06
	63158	Truro to railroad	Mass	W. I. Paine	187 00	20
	63171	West Harwich to railroad	Mass	S. Baker	142 00	11
	63028	Billerica to railroad	Mass	G. E. Stearnes	150 00	07
	65020	East Haddam to railroad	Conn	W. R. Goodspeed	240 00	20
	65038	Hadlyme to railroad	Conn	E. Brockway	293 00	23
	65056	Montowessee to railroad	Conn	M. S. Maynard	80 00	08
	85057	De Conia Springs to railroad	Ind	W. G. Sturgeon	58 75	19
	85118	Linden to railroad	Ind	J. T. Drake	120 00	10
	85126	Manhattan to railroad	Ind	J. Roberts	62 00	20
	85161	New Trenton to railroad	Ind	F. P. Ranch	60 00	10
	85179	Philadelphia to railroad	Ind	J. Whitaker	49 50	05
	85286	Bretzville to railroad	Ind	J. R. Frick	50 00	08
	85292	Willvale to railroad	Ind	Mary Swanson	36 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 12, 1886	.....	Failure round trips	.....	$2 80
Jan. 4, 23; Mar. 31, 1886	.....	Failure round trip	.....	3 66
Jan. 25, 28; Feb. 12, 19, 27, 1886	Salem	Failure to depart		
Jan. 26, 27, 29; Feb. 11, 13, 16, 17, 20; Mar. 31, 1886.	....do	Failure to arrive		
Feb. 18, 1886	....do	Failure to arrive and depart		
Jan. 4, 25, 26; Feb. 13, 16, 17, 19; Mar. 31, 1886.	Mount Airy	.....do	.....	40 95
Jan. 9, 16, 22, 28; Feb. 5, 12, 15, 25, 27; Mar. 30, 1886.	....do	Failure to arrive		
Jan. 27; Feb. 14, 20, 1886	....do	Failure to depart		
Jan. 8, 1886	.....	Failure on 14 miles both ways		
Jan. 9, 1886	.....	Failure on 12½ miles both ways		
Jan. 22, 1886	.....	Failure on 14 miles both ways	.....	5 52
Jan. 23, 1886	.....	Failure on 12 miles both ways		
Jan. 2, 5, 6, 8; Feb 18, 19; Mar. 1, 15, 1886.	.....	Failure on 2 miles both ways	.....	2 93
Jan. 9, 1886	.....	Failure total		
Jan. 9, 22, 1886	Mount Zion	Failure to arrive and depart		
Jan. 9, 1886	Fairfield	.....do	.....	3 01
Jan. 21, 1886	....do	Failure to arrive		
In first quarter, 1886	.....	Failure to observe schedule	$3 00	.....
Jan. 22, 1886	New York	Failure to arrive and depart		
Jan. 9, 1886	.....	Failure total	.....	1 47
Jan. 21, 1886	.....	Failure on 6 miles both ways		
Jan. 23, 1886	.....	Failure total	.....	2 26
Jan. 4, 6, 8, 11, 15, 22; Feb. 10, 19, 1886.	Blanchard	Failure to arrive and depart		
Jan. 5, 7, 9, 16, 23; Feb. 20, 1886.	Hamburgh	.....do	.....	17 36
Jan. 5, 1886	.....	Failure on 6 miles both ways		
Jan. 8, 9, 1886	.....	Failure total	.....	2 42
Jan. 4, 1886	.....	.....do		
.....	.....	Dropped two pouches of mail on road Feb. 27, 1886, subjecting same to possible depredation.	1 00	1 52
Jan. 7, 8, 22, 1886	.....	Failure total	.....	1 66
Jan. 8, 1886	.....	.....do	.....	1 00
Jan. 9, 1886	.....	.....do		
Jan. 23, 1886	.....	Failure on 5 miles both ways	.....	2 52
Jan. 7, 1886	Nevinsville	Failure to arrive		
Jan. 9, 1886	....do	Failure to depart		
Jan. 7, 1886	Creston	.....do	.....	1 24
Jan. 9, 1886	....do	Failure to arrive		
Jan. 9, 16, 23, 1886	Osceola	Failure to arrive and depart		
Jan. 8, 1886	Winterset	.....do	.....	6 16
Jan. 22, 1886	.....	Failure total		
Feb. 10, 1886	Weller	Failure to arrive and depart	.....	3 00
Jan. 9, 1886	.....	Failure on 10 miles both ways		
Jan. 8, 22, 1886	.....	Failure on 14 miles both ways	.....	3 92
Feb. 26, 1886	On the route	Failure to perform service (3 pro rata).	.....	60
Mar. 23, 1886	....do	Failure one connection	.....	06
Mar. 12, 1886	....do	Failure one trip	.....	46
Mar. 31, 1886	....do	Failure to perform service	.....	16
Feb. 25, 1886	....do	Failure one trip	.....	06
Feb. 4, 5, 6, 27; Mar. 2, 30, 1886.	....do	Failure one trip each	.....	1 20
Jan. 9; Feb. 5 13, 1886	....do	Failure to perform service	.....	1 32
Jan. 4, 1886	....do	Failure one trip	.....	07
In first quarter, 1886	....do	Failure six trips	.....	1 20
.....do	....do	Failure nine trips	.....	2 07
.....do	....do	Failure one connection	.....	08
Feb. 16, 1886	....do	Failure one trip	.....	19
Mar. 2, 1886	....do	Failure one trip (3 pro rata)	.....	30
Jan. 9, 1886	....do	Failure to connect	.....	20
Feb. 2, 1886	....do	Failure to connect once	.....	10
Feb. 25, 1886	....do	Failure three trips	.....	15
Jan. 4; Mar. 4, 1886	....do	Failure one trip each	.....	16
Mar. 2 to 15, 1886	....do	Service performed by postmaster.	.....	1 40

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
Apr. 9	11023	Richmond to Lynchburg	Va	R. & A. R. R.	$12,197 98	$19 48
	11023	do	Va	do		
	20020	Cincinnati to Chattanooga	Ky	C., N. O. & T. P. R. R.	56,675 55	38 81 77 63
	20020	do	Ky	do		
	20020	do	Ky	do		
	20020	do	Ky	do		
	23007	Chicago to Burlington	Ill	C., B. & Q. R. R.	144,426 60	197 84 52 25
	23007	do	Ill	do		
	23007	do	Ill	do		
	23007	do	Ill	do		
	23054	Chicago to Lanark Junction	Ill	C., M. & St. P. R. R. (R. P. O. cars).	22,311 08 2,912 50	35 64 17 82
	23054	do	Ill	do		
	25001	Milwaukee to North McGregor	Wis	C., M. & St. P. Rwy	26,733 20	21 35 42 70
	25002	Milwaukee to La Crosse	Wis	do	97,656 65	66 88 133 77
	25002	do	Wis	do		
	28004	Saint Louis to Kansas City	Mo	W., St. L. & P. Rwy. (R. P. O. cars).	53,327 73 13,860 00	73 05 24 94
	28004	do	Mo	do		
	28004	do	Mo	do		
	28004	do	Mo	do		
	28004	do	Mo	do		
	28004	do	Mo	do		
	28004	do	Mo	do		
	28004	do	Mo	do		
	28006	Kansas City to U. P. Transfer (n. o.).	Mo	K. C., St. J. & C. B.	34,612 60	47 41 25 52
	33012	Atchison to Columbus	Kans	B. & Mo. River Rwy. in Nebraska.	24,982 68	39 90
	33012	do	Kans	do		
	23035	Chicago to Milwaukee	Ill	C., M. & St. P. Rwy	50,547 15	69 24 18 64
	23035	do	Ill	do		
		STEAMBOAT SERVICE.				
	16089	Palatka to Enterprise	Fla	C. O. Owens	14,965 00	20 50
	16090	do	Fla	A. De Barry	14,400 00	22 99

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 31, 1886	Richmond	Failure to arrive		$19 48
do	Lynchburg	do		
Jan. 5, 11, 12, 14, 21, 22, 28, 31; Feb. 10, 11, 21; Mar. 2, 5, 7, 11, 16, 20, 26, 1886.	Cincinnati	Train No. 2 failed to connect with depending mails.		
Jan. 1, 9, 10, 11, 12, 13, 14, 17, 18, 24, 25, 29; Feb. 1, 2, 3, 4, 5, 10, 12, 14, 19, 20, 26; Mar. 1, 2, 17, 26, 28, 1886.	do	Train No. 6 failed to connect with depending mails.	$892 50	
Jan. 9, 1886		Failure ½ trip		
Mar. 30, 31, 1886	Between Somerset and Chattanooga.	Failure both ways (177.3 miles)		240 43
Jan. 3, 24; Mar. 21, 28, 1886	Chicago	Train No. 2 failed to connect with depending mails.		
Jan. 11; Feb. 5, 6; Mar. 29, 1886.	do	Train No. 4 failed to connect with depending mails.		
Jan. 11, 12, 13, 21, 23, 27; Feb. 2, 3; Mar. 5, 9, 17, 19, 25, 27, 30, 1886.	do	Train No. 6 failed to connect with depending mails.	653 00	
Feb. 5, 6, 1886	do	Train No. 8 failed to connect with depending mails.		
Jan. 6, 13, 16, 21; Feb. 2, 4, 5, 6, 11, 1886.	do	Train No. 2 failed to connect with depending mails.		
Jan. 6, 9, 11, 12, 14, 16, 22, 23, 27; Feb. 2, 5, 26; Mar. 5, 19, 25, 1886.	do	Train No. 4 failed to connect with depending mails.	214 00	
No. 2, Jan. 30; Feb. 6; Mar. 12, 1886.	Milwaukee	Failure to connect	32 00	
No. 4, Jan. 4; Feb. 26, 1886	do	do		
No. 3, Feb. 3, 4, 1886	La Crosse	do	133 75	
Jan. 5, 23, 25; Feb. 15, 24, 27; Mar. 12, 24, 1886.	Saint Louis	Train No. 2 failed to connect with depending mails.		
Jan. 8, 17, 18, 20, 24, 27; Feb. 9, 1886.	do	Train No. 4 failed to connect with depending mails.		
Jan. 1, 2, 4, 9, 10, 11, 13, 14, 15, 23, 25; Feb. 1, 2, 3, 4, 25, 26; Mar. 2, 3, 6, 18, 28, 1886.	do	Train No. 8 failed to connect with depending mails.		
Jan. 22, 24, 26, 27, 28, 30; Feb. 3, 4, 5, 6, 26; Mar. 6, 10, 14, 16, 18, 19, 20, 21, 25, 27, 28, 31, 1886.	Kansas City	Train No. 1 failed to connect with depending mails.	810 00	
Feb. 6, 9, 1886	do	Train No. 3 failed to connect with depending mails.		
Jan. 22, 24, 27; Feb. 5, 1886	do	Train No. 5 failed to connect with depending mails.		
Feb. 24, 1886		Failed to run R. P. O. car on train No. 5, between Brunswick and Kansas City (89.9 miles).		
Feb. 25, 1886		Failed to run R. P. O. car on train No. 4, between Kansas City and Brunswick (89.9 miles).		3 07
No. 2, Jan. 8, 10, 16, 22, 24; Mar. 3, 5. No. 4, Feb. 12, 1886.	Kansas City	Failure to connect	102 00	
Jan. 4, 7, 8, 1886	Atchison	Failure to arrive and depart		379 05
Jan. 4, 5; Mar. 17, 18, 19, 20, 1886.	Columbus	do		
No. 2, Jan. 12, 13, 27; Feb. 1, 4, 5, 9, 25. No. 4, Jan. 6, 8; Feb. 3, 26. No. 8, Feb. 3, 16, 1886.	Chicago	Failure to connect	140 00	
No. 55, Feb. 13, 1886	Milwaukee	Failure to connect with depending mails.		
Feb. 1, 1886	Palatka	Failure to arrive		10 25
		For changing schedule without authority from the Department, by which connections were not preserved at Palatka, in parts of January and February.	10 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE—continued.				
1886.						
Apr. 9	16091	Tampa to Key West	Fla	J. D. Emerson	$22,565$74	$108 48
	16091	....do	Fla	....do		
	16091	....do	Fla	....do		
	16091	....do	Fla	....do		
	16091	....do	Fla	....do		
	16091	....do	Fla	....do		
	16096	Chattahoochee to Apalachicola	Fla	C. D. Owens	5,500 00	26 43
	16096	....do	Fla	....do		
	30091	Natchez to Vicksburgh	La	J. C. Stewart	11,750 00	37 65
		STAR SERVICE.				
Apr. 10	11217	Culpeper to Rock Mills	Va	J. W. Bridget	124 00	30
	11217	....do	Va	....do		
	11220	Culpeper to Washington	Va	B. F. Weaver	640 00	1 02
	11220	....do	Va	....do		
	11220	....do	Va	....do		
	11263	Cuckoo to Elk Hill Mills	Va	J. W. Mallory, jr	679 00	1 08
	11263	....do	Va	....do		
	11263	....do	Va	....do		
	11327	Petersburgh to Walthall's Store	Va	L. E. Chappel	1,149 00	1 82
	11344	Cremona to Columbia	Va	....do	169 00	26
	11344	....do	Va	....do		
	11482	Liberty to Rocky Mount	Va	V. Boreing	555 00	1 77
	11482	....do	Va	....do		
	11482	....do	Va	....do		
	11527	Salem to New Castle	Va	L. E. Chappel	593 00	94
	11527	.... do	Va	....do		
	11527	....do	Va	....do		
	11611	Abingdon to Kings	Va	W. B. Catching	160 00	51
	11622	Love's Mills to Rye Valley	Va	G. W. Chambers	83 99	79
	11626	Hansonville to Nickellsville	Va	V. Boreing	176 00	84
	11627	Hansonville to Bickley's Mills	Va	L. E. Chappel	388 00	62
	11627	....do	Va	....do		
	11636	Trammel Creek to Bickley's Mills.	Va	V. Boreing	54 50	52
	11636	....do	Va	....do		
	11636	....do	Va	....do		
	11642	Estellville to Welchville	Va	G. D. Moore	268 08	85
	11642	....do	Va	....do		
	11643	Bristol to Estellville	Va	B. W. Beedy	870 00	1 38
	11643	....do	Va	....do		
	11644	Estellville to Guest's Station	Va	J. C. Foley	182 00	1 75
	11646	Fulkerson to Mill Point	Va	G. D. Moore	143 99	68
	11646	....do	Va	....do		
	11646	....do	Va	....do		
	11647	Pattersonville to Turkey Cove	Va	....do	113 99	54
	11649	Jonesville to Slemp	Va	....do	151 99	72
	11649	....do	Va	....do		
	11649	....do	Va	....do		
	11685	Staunton to Monterey	Va	G. J. Hiner	1,274 00	2 02
	11685	....do	Va	....do		
	11685	....do	Va	....do		
	11685	....do	Va	....do		
	11693	Woodbine to Preston	Va	E. Parr	371 00	1 18
	16168	Enterprise to Titusville	Va	Dixon & Rice	2,000 00	3 19
	13128	Webster to Highlands	N. C	H. H. Taylor	244 00	1 17
	13128	....do	N. C	....do		
	13257	Yadkinville to Wilkesborough.	N. C	H. N. Woodruff	726 00	1 15
	13257	....do	N. C	....do		
	13258	Yadkinville to East Bend	N. C	....do	104 00	50
	13258	....do	N. C	....do		
	13261	Statesville to Yadkin College	N. C	S. D. Castleman	536 00	1 71
	13261	....do	N. C	....do		
	13261	....do	N. C	....do		
	13262	Statesville to Wilkesborough	N. C	M. Lippard	994 00	1 58
	13264	Statesville to Snow	N. C	H. N. Woodruff	137 00	65
	13268	China Grove to Bilesville	N. C	A. Easley	282 00	1 35
	13268	....do	N. C	....do		
	13268	....do	N. C	....do		
	13270	Salisbury to Mocksville	N. C	J. W. Hester	368 42	58
	13272	Salisbury to Salisbury	N. C	A. Easley	292 00	1 40

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 15; Feb. 1, 1886	Tampa	Failure to arrive		
Jan, 12, 29, 1886	do	Failure to depart		
Feb. 5; Mar. 22, 1886	do	Failure to connect	.....	$542 40
Jan. 9, 30, 1886	Key West	Failure to arrive		
Jan. 15, 31, 1886	do	Failure to depart		
Mar. 31, 1886	Chattahoochee	do		
Jan. 3, 7, 1886	Apalachicola	Failure to arrive and depart	.....	66 0
Jan. 19, 1886		Failure total	.....	75 30
Jan. 5; Feb. 13, 1886	Culpeper	Failure to arrive and depart		
Feb. 13, 1886	Rock Mills	do	.....	1 17
Feb, 4, 5, 1886	Culpeper	do		
Jan. 4; Feb. 5, 6, 1886	Washington	Failure to arrive	.....	4 59
Feb. 4, 6, 1886	do	Failure to depart		
Feb. 4, 6, 12; Mar. 30, 31, 1886	Cuckoo	Failure to arrive		
Feb. 4; Mar. 30, 31, 1886	do	Failure to depart	.....	5 31
Feb. 3, 5, 13, 1886	do	Failure on 4 miles both ways		
Feb. 27, 1886	Walthall's Store	Failure to arrive and depart	.....	1 82
Jan. 11, 12, 13, 14, 15, 1886	Cremona	do		
Jan. 6, 7, 8, 9, 11, 12; Feb. 26, 1886.	Columbia	do	.....	3 12
Mar. 31, 1886	Liberty	Failure to arrive		
Jan. 5, 12; Mar. 30, 1886	Rocky Mount	do	.....	6 19
Jan. 4, 11; Mar. 31, 1886	do	Failure to depart		
Jan. 4, 1886		Failure on 21½ miles both ways.		
Jan. 11; Mar. 29, 1886		Failure on 1½ miles both ways.	.....	5 72
Mar. 30, 31, 1886		Failure total		
Jan. 12; Mar. 30, 1886		do	.....	2 04
Jan. 9, 1886		do	.....	1 58
Jan. 12; Feb. 20; Mar. 30, 1886.		do	.....	5 04
Jan. 9, 1886		do		
Mar. 27, 1886		Wet and damaged mail	$1 00	1 24
an. 2 9, 1886		Failure total		
Feb. 5, 1886		do	.....	3 12
Feb. 12, 1886		Failure half trip (1½ pro rata for January 29.)		
Jan. 12, 1886		Failure on 15½ miles both ways.		
Mar. 30, 1886		Failure on 13½ miles both ways.	.....	2 52
Jan. 9, 12, 19, 1886	Bristol	Failure to arrive and depart		
Jan. 9, 11, 12, 14, 16, 20; Feb. 5; Mar. 30, 1886.	Estellville	do	.....	15 18
Jan. 15; Feb. 4, 1886		Failure total	.....	7 00
Jan. 9; Mar. 31, 1886		Failure on 11 miles both ways.		
Jan. 6, 16; Feb. 6, 13, 1886		Failure on 5 miles both ways.	.....	4 53
Jan. 13, 1886		Failure total		
Jan. 5, 12, 15; Feb. 5, 1886		do	.....	4 32
Jan. 28, 1886		do		
Jan. 4, 1886		Failure on 10½ miles both ways.	.....	2 76
Feb. 4, 1886		Failure on 6½ miles both ways.		
Jan. 5; Feb. 4; Mar. 31, 1886	Staunton	Failure to arrive		
Feb. 4; Mar. 31, 1886	do	Failure to depart	.....	8 08
Jan. 5; Mar. 31, 1886	Monterey	Failure to arrive		
Mar. 31, 1886	do	Failure to depart		
Jan. 4, 1886		Failure total	.....	2 36
Feb. 22, 1886		Failure half trip	.....	3 19
Jan. 12, 1886	Highlands	Failure to arrive and depart		
Jan. 15, 1886	do	Failure to depart	.....	1 75
Jan. 4, 1886		Failure round trip		
Jan. 5, 12; Mar. 31, 1886	Wilkesborough	Failure to arrive and depart	.....	5 75
Jan. 4; Feb. 5, 1886		Failure round trip		
Jan. 11, 1886	East Bend	Failure to arrive and depart	.....	2 50
Jan. 4, 1886		Failure round trip		
Mar. 31, 1886	Statesville	Failure to arrive and depart	.....	11 97
Jan. 12, 14, 16, 19, 1886	Yadkin College	do		
Jan. 4, 1886		Failure on 19 miles and back	.....	1 26
Jan. 12, 19, 26; Feb. 2, 1886		Failure round trips	.....	6 50
Jan. 4. 1886		Failure on 23 miles each way		
Jan. 1, 1886	China Grove	Failure to arrive	.....	3 57
Jan. 2, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 1886		Failure on 11 miles each way	.....	2 55
Jan. 1, 4, 15; Feb. 8; Mar. 22, 1886.		Failure on 10⅓ miles each way	.....	5 44

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 10	13275	Salisbury to Yadkin College ..	N. C ...	H. N. Woodruff.....	$246 00	$0 78
	13284	Monroe to Monroe.....	N. C ...	A. Easley.....	364 00	1 75
	13288	.....do	N. C ...	S. D. Castleman.....	166 00	79
	13286	.....do	N. C ...	A. Easley.....	184 00	88
	13286	.....do	N. C ...	.....do	.....	.....
	13293	Hannersville to Eldorado	N. C ...	J. B. Colegrove	267 00	1 28
	13293	.....do	N. C ...	.....do	.....	.....
	13299	Thomasville to Ashborough...	N. C ...	H. N. Woodruff	274 00	1 31
	13299	.....do	N. C ...	.....do	.....	.....
	13299	.....do	N. C ...	.....do	.....	.....
	13300	Advance to Lexington.....	N. C ...	.....do	282 00	45
	13306	Winston to Danbury	N. C ...	.....do	717 43	1 14
	13306	.....do	N. C ...	.....do	.....	.....
	13307	Winston to Mocksville	N. C ...	S. D. Castleman.....	366 00	1 17
	13307	.....do	N. C ...	.....do	.....	.....
	13307	.....do	N. C ...	.....do	.....	.....
	13307	.....do	N. C ...	.....do	.....	.....
	13309	Winston to Yadkinville	N. C ...	H. N. Woodruff	793 00	1 26
	13309	.....do	N. C ...	.....do	.....	.....
	13309	.....do	N. C ...	.....do	.....	.....
	23205	Golconda to Harrisburgh.....	Ill	Watson, Hart, and Gillem, securities.	285 00	1 37
	23205	.....do	Ill	.....do	.....	.....
	23205	.....do	Ill	.....do	.....	.....
	23206	Golconda to Metropolis City...	Ill	H. N. Warren.....	561 00	1 79
	23207	Golconda to Stone Fort.....	Ill	F. T. Welch	196 00	1 88
	23207	.....do	Ill	.....do	.....	.....
	23208	Golconda to Vienna.....	Ill	F. T. Welch	392 00	1 88
	23208	.....do	Ill	.....do	.....	.....
	23209	.....do	Ill	W. B. Catching.....	451 00	1 44
	23209	.....do	Ill	.....do	.....	.....
	23211	Vienna to Metropolis City.....	Ill	R. Ritter	757 86	1 21
	23211	.....do	Ill	.....do	.....	.....
	23212	Lick Creek to Anna.....	Ill	P. R. Schnebly.....	77 00	74
	23213	Lick Creek to Vienna	Ill	W. B. Catching	195 00	62
	23214	Mount Pleasant to Belknap ...	Ill	G. Tabor.....	156 00	50
	23214	.....do	Ill	.....do	.....	.....
	23214	.....do	Ill	.....do	.....	.....
	23221	Crab Orchard to Thompsonville	Ill	H. V. Childress	219 00	70
	23225	Harrisburgh to Marion.....	Ill	W. B. Catching	451 00	1 44
	23226	Equality to Karbers Ridge	Ill	H. V. Childress.....	158 00	75
	23226	.....do	Ill	.....do	.....	.....
	23226	.....do	Ill	.....do	.....	.....
	23226	.....do	Ill	.....do	.....	.....
	23228	Shawneetown to New Haven..	Ill	P. R. Schnebly	593 00	94
	23228	.....do	Ill	.....do	.....	.....
	23228	.....do	Ill	.....do	.....	.....
	23228	.....do	Ill	.....do	.....	.....
	23230	Shawneetown to Elizabethtown.	Ill	N. L. Turner.....	469 99	1 50
	23233	New Haven to Carmi.....	Ill	H. V. Childress	484 00	77
	23233	.....do	Ill	.....do	.....	.....
	23233	.....do	Ill	.....do	.....	.....
	23233	.....do	Ill	.....do	.....	.....
	23255	Preston to Risdon	Ill	P. R. Schnebly	310 38	49
	23263	Marissa to Nashville	Ill	R. Ritter	991 00	1 58
	23266	Ashley to Mount Vernon.....	Ill	D. G. Peterson.....	354 53	1 13
	27261	Ottumwa to Hummaconna	Iowa ..	J. A. Craft.....	323 05	1 03
	27261	.....do	Iowa ..	.....do	.....	.....
	27263	Fairfield to Abingdon to Competine.	Iowa ..	W. H. Smith.....	429 55 107 45	68 34
	27263	.....do	Iowa ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 9, 12, 14, 16, 19, 23, 26, 28, 30; Feb. 2, 4, 6, 9, 13, 20, 25; Mar. 2, 4, 23, 1886.	.....	Failure on 13½ miles each way.	.....	$20 54
Jan. 12, 1886	.....	Failure round trip	.....	3 50
Jan. 8, 1886	.....	....do	.....	1 58
Jan. 5, 12, 1886	.....	Failure on 34¼ miles	.....	4 36
Jan. 9, 1886	.....	Failure round trip	.....	
Mar. 30, 1886	.....	Failure on 23½ miles each way.	.....	3 07
Jan. 9, 1886	Eldorado	Failure to arrive and depart.	.....	
Mar. 31, 1886	Thomasville	Failure to arrive	.....	1 96
Mar. 30, 1886	Ashborough	....do	.....	
Mar. 31, 1886	....do	Failure to depart	.....	
Jan. 5, 11, 12, 13, 14, 15, 16, 18, 19, 20, 1886.	.....	Failure on 6 miles each way	.....	3 43
Jan. 25, 1886	.....	Failure on 17 miles each way.	.....	2 57
Mar. 31, 1886	Winston	Failure to arrive and depart.	.....	
Jan. 4, 11, 1886	.....	Failure on 13 miles each way.	.....	4 09
Feb. 5, 1886	Winston	Failure to arrive	.....	
Feb. 6, 1886	....do	Failure to depart	.....	
Mar. 31, 1886	....do	Failure to arrive	.....	
Jan. 4, 5, 11, 12, 13, 16, 18, 19, 20, 21, 23; Feb. 3, 4, 13, 1886.	Between Lewisville and Yadkin River.	Failure on 6 miles each way	.....	9 72
Mar. 31, 1886	.....	Failure on 10 miles each way.	.....	
Jan. 25, 1886	Winston	Failure to arrive and depart.	.....	
Jan. 8, 9, 1886	.....	Failure on 16 miles both ways.	.....	5 34
Jan. 15, 16, 1886	.....	Failure on 19 miles both ways.	.....	
Feb. 12, 13, 1886	.....	Failure on 24½ miles both ways.	.....	
Jan. 9, 1886	.....	Failure half trip	.....	1 79
Jan. 8, 1886	.....	Failure half trip	.....	5 64
Jan. 15, 1886	.....	Failure round trip	.....	
Mar. 30; Feb. 12, 1886	.....	Failure half trip	.....	7 52
Jan. 15, 1886	.....	Failure one trip	.....	
Feb. 12, 13, 1886	Vienna	Failure to arrive and depart.	.....	5 09
Jan. 18, 19, 20, 21, 22, 23, 1886.	.....	Failure on 11 miles both ways.	.....	
Jan. 1, 2, 1886	Metropolis City	Failure to arrive and depart.	.....	4 84
Jan. 8, 9, 1886	Vienna	....do	.....	
Jan. 9, 1886	.....	Failure round trip	.....	1 48
During Jan., 1886	.....	Failure 3 round trips	.....	3 72
Jan. 9, 1886	.....	Failure on 10 miles both ways.	.....	1 62
Jan. 21, 1886	.....	Failure on 12 miles both ways.	.....	
Feb. 12, 1886	.....	Failure on 4 miles both ways.	.....	
Jan. 9, 1886	.....	Failure round trip	.....	1 40
Jan. 8, 18, 22; Feb. 12, 1886	.....	Failure on 22 miles both ways.	.....	9 74
Jan. 9, 1886	.....	Failure round trip	.....	4 04
Jan. 19, 1886	.....	Failure on 11½ miles both ways.	.....	
Jan. 12, 1886	Equality	Failure to arrive and depart.	.....	
Jan. 16, 1886	Karbers Ridge	....do	.....	
Jan. 4, 5, 7, 9, 12, 13, 15, 18, 20, 23, 25, 27, 29; Feb. 1, 3, 5, 9, 11, 13, 15, 17, 20, 1886.	Shawneetown	Failure to arrive	.....	40 89
Jan. 5, 6, 8, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30; Feb. 2, 4, 6, 10, 12, 13, 16, 18, 22, 1886.	....do	Failure to depart	.....	
Jan. 5, 8, 9, 11, 12, 14, 16, 18, 21, 23, 26, 30; Feb. 2, 4, 6, 10, 12, 13, 16, 18, 22, 1886.	New Haven	Failure to arrive	.....	
Jan. 4, 8, 9, 11, 12, 13, 15, 18, 20, 23, 25, 28, 29; Feb. 1, 3, 5, 9, 11, 13, 15, 17, 20, 1886.	....do	Failure to depart	.....	
Jan. 9, 12, 16; Feb. 11, 1886	Shawneetown	Failure to arrive and depart.	.....	6 00
Jan. 9, 1886	New Haven	Failure to arrive	.....	1 54
Feb. 12, 1886	....do	Failure to depart	.....	
Jan. 8, 1886	Carmi	Failure to arrive	.....	
Jan. 9, 1886	....do	Failure to depart	.....	
Jan. 8, 1886	.....	Failure round trip	.....	1 00
Jan. 9, 22, 1886	.....	Failure round trips	.....	6 32
Jan. 21, 1886	Mount Vernon	Failure to arrive and depart.	.....	1 13
Jan. 22, 1886	Ottumwa	Failure on 7½ miles both ways.	.....	1 15
Jan. 23, 1886	Hummaconna	Failure on 4½ miles both ways.	.....	
Jan. 9, 21, 1886	.....	Failure total on 6 times a week service.	.....	3 40
Jan. 9, 1886	.....	Failure total on 3 times a week service.	.....	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 10	27264	Fairfield to Richland	Iowa	J. A. Craft	$338 00	$0 53
	27264	do	Iowa	do		
	27264	do	Iowa	do		
	27265	Fairfield to Salem	Iowa	R. Ritter	469 00	1 50
	27265	do	Iowa	do		
	27268	McVeigh to Bentonsport	Iowa	J. A. Craft	367 00	58
	27269	Mount Pleasant to Swedesburgh.	Iowa	W. N. Gibbs	172 00	55
	27272	Burlington to Denmark	Iowa	R. T. Scott	440 00	70
	27276	Mediapolis to Kossuth to Mediapolis.	Iowa	J. A. Craft	85 95 231 05	13 74
	27281	Wapello to New Boston	Iowa	W. N. Gibbs	421 00	67
	27281	do	Iowa	do		
	27283	Washington to Talleyrand to Keata.	Iowa	B. W. Beedy	405 22 247 62	1 29 39
	27283	do	Iowa	do		
	27283	do	Iowa	do		
	27283	do	Iowa	do		
	27283	do	Iowa	do		
	27293	Nassau to Deep River	Iowa	S. A. Pond	202 40	64
	27307	Knoxville to Chariton	Iowa	J. A. Craft	499 00	1 59
	27307	do	Iowa	do		
	27308	Knoxville to Lacona	Iowa	R. Ritter	477 23	1 52
	27308	do	Iowa	do		
	27308	do	Iowa	do		
	27314	Sharon to Osceola	Iowa	J. A. Craft	353 65	1 13
	27314	do	Iowa	do		
	27314	do	Iowa	do		
	27314	do	Iowa	do		
	27314	do	Iowa	do		
	27319	Winterset to Creston	Iowa	H. N. Warren	692 00	2 21
	27319	do	Iowa	do		
	27319	do	Iowa	do		
	27319	do	Iowa	do		
	27320	Winterset to Middle River	Iowa	P. R. Schnebly	164 00	78
	27322	Winterset to Murray	Iowa	J. A. Craft	349 00	1 67
	27323	Adair to Exira	Iowa	do	193 00	92
	27323	do	Iowa	do		
	27323	do	Iowa	do		
	27323	do	Iowa	do		
	27324	Adair to Guthrie Centre	Iowa	J. D. Frier	769 00	1 22
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27324	do	Iowa	do		
	27325	Fontanelle to Casey	Iowa	E. M. Hardin	380 00	1 21
	27327	Hebron to Macksburgh	Iowa	J. A. Craft	146 00	46
	27327	do	Iowa	do		
	27333	Council Bluffs to Taylor	Iowa	W. H. Smith	426 07	1 36
	27333	do	Iowa	do		
	27333	do	Iowa	do		
	27338	Beebeetown to Logan	Iowa	E. M. Hardin	119 00	57
	27340	Little Sioux to Moorhead	Iowa	Z. T. Carpenter	280 00	1 34
	27340	do	Iowa	do		
	27340	do	Iowa	do		
	27340	do	Iowa	do		
	27341	Valley View to Neola	Iowa	do	200 53	64
	27341	do	Iowa	do		
	27342	Magnolia to Logan	Iowa	do	236 00	37
	27344	Harlan to Dunlop	Iowa	R. Ritter	499 00	1 59
	27344	do	Iowa	do		
	27344	do	Iowa	do		
	27344	do	Iowa	do		
	27345	Harlan to Kirkman	Iowa	Z. T. Carpenter	256 00	40
	27347	Audubon to Elkhorn	Iowa	E. M. Hardin	215 38	1 03

their pay, aud fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 21, 23, 1886	.....	Failure total	.....	$5 87
Jan. 11, 27, 1886	.....	Failure on 10 miles both ways		
Jan. 22, 30, 1886	Richland	Failure to arrive and depart		
Jan. 8, 22, 1886	.....	Failure on 4 miles both ways	.....	2 40
Jan. 9, 1886	.....	Failure on 12 miles both ways		
.....do	.....	Failure total	.....	1 16
.....do	.....	.....do	.....	1 10
Jan. 23, 1886	.....	.....do	.....	1 40
Jan. 9, 1886	.....	Failure total on 3 times a week service.	.....	1 48
Jan. 9; Mar. 20, 1886	.....	Failure total	.....	12 96
Jan. 1, 6, 7, 8, 11, 12 13, 14, 15, 16; Feb. 24, 25, 26, 27; Mar. 1, 3, 4, 5,6, 8, 9, 18, 19, 1886.	.....	Failure on 4 miles both ways		
Jan. 9, 23, 1886	Washington	Failure to arrive and depart three times a week.	.....	8 52
Mar. 23, 25, 1886	.....	Failure on 9 miles both ways three times a week.		
Jan. 9, 23, 1886	Talleyrand	Failure to arrive and depart six times a week.		
Jan. 22, 1886	Keata	Failure to arrive and depart		
.....do	Talleyrand	Failure to arrive and depart six times a week,		
Jan. 8, 22, 1886	.....	Failure total	.....	2 56
Jan. 9, 1886	Knoxville.....	Failure to arrive and depart	.....	6 36
Jan. 11, 15, 22, 1886	Chariton.....	.....do		
Jan. 8, 1886	.....	Failure on 25 miles one way	.....	3 82
Jan. 9, 1886	.....	Failure on 26 miles one way		
Jan. 22, 1886	.....	Failure on 11 miles both ways.		
.....do	Sharon.....	Failure on 5 miles both ways	.....	4 45
Jan. 2, 1886	Osceola	Failure on 19½ miles both ways.		
Jan. 9, 1886	.....	Failure on 19½ miles one way		
Jan. 16, 1886	.....	Failure on 14 miles both ways.		
Jan. 5, 1886	Winterset	Failure to arrive	.....	4 42
Jan. 6, 1886	... do	Failure to depart		
Jan. 5, 1886	Creston	.....do		
Jan. 6, 1886	....do	Failure to arrive		
Jan. 22, 1886	.....	Failure total	.....	1 56
Jan. 8, 22, 1886	.....	Failure on 11 miles both ways	.....	2 88
Jan. 4, 1886	.....	Failure on 16 miles both ways.	.....	5 05
Jan. 8, 1886	.....	Failure on 13½ miles both ways.		
Jan. 11, 1886	.....	Failure on 6 miles both ways		
Jan. 22, 1886	.....	Failure on 11 miles both ways.		
Jan. 4, 1886	.....	Failure total	.....	10 64
Jan. 5, 6, 1886	Between Adair and Guthrie Centre.	Failure on 7 miles one way		
Jan. 8, 9, 1886	....do	Failure on 14 miles one way		
Jan. 7, 11, 29, 1886	....do	Failure on 14 miles both ways.		
Jan. 12, 1886	....do	Failure on 11 miles both ways.		
Jan. 6, 7, 1886	Between Guthrie Centre and North Branch.	Failure on 7½ miles one way		
Jan. 7, 9, 1886	....do	Failure on 15 miles one way		
Jan. 8, 1886	....do	Failure on 15 miles both ways.		
Jan. 11, 22, 1886	....do	Failure on 7½ miles both ways.		
Jan. 4, 8, 22, 1886	.....	Failure total	.....	7 26
Jan. 4, 8, 1886	.....	.....do	.....	2 30
Jan. 22, 1886	Macksburgh.....	Failure to arrive and depart		
Jan. 4, 8, 20, 1886	Council Bluffs	.....do	.....	5 44
Jan. 6, 1886	Taylor.....	Failure to arrive		
Jan. 8, 1886	....do	Failure to depart		
Jan. 8, 22, 1886	.....	Failure total	.....	2 28
Jan. 6, 1886	Little Sioux	Failure to depart	.....	2 68
Jan. 9, 1886	....do	Failure to arrive		
Jan. 6, 1886	Moorhead	.....do		
Jan. 9, 1886	....do	Failure to depart		
Jan. 4, 8, 1886	.....	Failure on 10½ miles both ways.	.....	3 28
Jan. 22, 1886	.....	Failure on 8½ miles both ways.		
Jan. 4, 7, 8, 1886	.....	Failure on 5 miles both ways	.....	1 58
Jan. 5, 7, 9, 23, 1886	Harlan	Failure to arrive	.....	7 95
Jan. 4, 6, 8, 22, 1886	do	Failure to depart		
Jan. 1, 1886	Dunlop	Failure to arrive		
Jan. 2, 1886	....do	Failure to depart		
Jan. 4. 6, 8, 1886	.....	Failure total	.....	2 40
Jan. 8, 1886	.....	.....do	.....	2 06

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 10	27348	Conkling to Exira	Iowa	E. M. Hardin	$190 00	$0 60
	27348	do	Iowa	do		
	27349	Viola Centre to Audubon	Iowa	J. A. Craft	214 00	68
	27352	Panora to Guthrie Centre	Iowa	C. E. Peterson	275 80	44
	27352	do	Iowa	do		
	27352	do	Iowa	do		
	27354	Stuart to Greenfield	Iowa	J. D. Frier	669 68	1 07
	27354	do	Iowa	do		
	27354	do	Iowa	do		
	27354	do	Iowa	do		
	27353	Dallas Centre to Greenvale	Iowa	J. A. Craft	174 00	83
	27360	Des Moines to Elkhorn	Iowa	B. W. Beedy	368 00	1 17
	27360	do	Iowa	do		
	27362	Des Moines to Ridgedale	Iowa	do	207 00	66
		MAIL-MESSENGER SERVICE.				
	73006	Bent Creek to railroad	Va	G. Dismax	46 00	15
	73028	Ferguson's Wharf to railroad	Va	E. B. Ferguson	25 00	08
	73034	Glenwood to railroad	Va	M. Ross	80 00	13
	73047	Harriston to railroad	Va	N. Bennington	75 00	23
	73054	Koiner's Store to railroad	Va	D. C. Carroll	199 99	64
	73075	New Canton to railroad	Va	M. M. Davis	90 00	29
	73085	Port Royal to railroad	Va	J. T. Jackson	159 00	51
	73104	Vicars Switch to railroad	Va	A. V. Robertson	75 00	72
	73107	White Post to railroad	Va	H. Conway	90 00	14
	73133	Claremont to railroad	Va	W. R. Jacobs	88 00	28
	73137	Belle Haven to railroad	Va	Wm. Upshur	96 00	15
	73145	Temperanceville to railroad	Va	G. G. Guillette	190 00	30
	73156	Norwood to railroad	Va	A. B. Wright	120 00	19
	74006	Cannelton to railroad	W. Va.	M. Montgomery	145 00	46
	74016	Graham Station to railroad	W. Va.	J. H. Spencer	50 00	16
	74021	Hubbardstown to railroad	W. Va.	W. L. Daingerfield	80 00	26
	74029	Piney Grove to railroad	W. Va.	E. Hurt	150 00	24
	74032	Rippon to railroad	W. Va.	S. Barr	40 00	12
	74037	Sunflower to railroad	W. Va.	J. T. Meadow	120 00	20
	74041	White's Creek to railroad	W. Va.	J. Irby	58 00	19
	74043	Beech Hill to railroad	W. Va.	A. S. Eckard	95 00	15
	74046	Fraziers Bottom to railroad	W. Va.	C. E. Vintrous	145 00	23
	74048	Pliny to railroad	W. Va.	M. Wears	73 50	12
	74048	do	W. Va.	do		
	74050	New Haven to railroad	W. Va.	A. S. Roush	65 00	10
	87123	Groveland to railroad	Ill	A. Nicukirk	140 00	22
	87123	do	Ill	do		
	87170	Marietta to railroad	Ill	J. Jackson	75 00	12
	87237	Reddick to railroad	Ill	T. Shimmin	112 00	18
	87253	Saint Francisville to railroad	Ill	J. L. Mashino	105 00	17
	87299	Woosung to railroad	Ill	J. F. McGrath	100 00	16
	87321	Lehnsville to railroad	Ill	M. W. Tucker	90 00	14
		STEAMBOAT SERVICE.				
	29097	Memphis to Arkansas City	Ark	J. D. Adam	16,000 00	76 92
	29098	Memphis to Friar's Point	Ark	J. Lee, jr	10,000 00	32 05
	29098	do	Ark	do		
	29098	do	Ark	do		
	29098	do	Ark	do		
	29098	do	Ark	do		
		RAILROAD SERVICE.				
	14004	Charleston to Savannah	S. C.	C. & S. Rwy. (R. P. O. cars).	22,320 35 7,475 00	30 57 15 28
	14004	do	S. C.			
	14005	Charleston to Florence	S. C.	North Western Rwy. (R. P. O. cars).	21,018 12 6,630 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 7, 1886	.....	Failure on 1½ miles both ways.	.....	$1 25
Jan. 9, 1886	.....	Failure on 10½ miles both ways.		
Jan. 5, 7, 9, 1886	.....	Failure total (1½ pro rata for Jan. 5, 9).	.....	5 46
Jan. 4, 1886	.....	Failure on 4 miles both ways..	.....	1 70
Jan. 8, 1886	.....	Failure on 6 miles both ways..		
Jan. 9, 1886	.....	Failure on 5½ miles both ways.		
Jan. 4, 8, 9, 22; Feb. 8, 9, 25; Mar. 17, 19, 22, 24, 26, 1886.	Stuart	Failure to arrive	.....	24 07
Jan. 4, 8, 9, 22; Feb. 9, 26; Mar. 18, 20, 23, 25, 27, 1886.	....do	Failure to depart		
.....do	Greenfield	Failure to arrive		
Jan. 4, 8, 9, 22; Feb. 9, 25; Mar. 17, 19, 22, 24, 26, 1886.	....do	Failure to depart		
Jan. 8, 22, 1886	.....	Failure total	.....	3 32
Jan. 9, 16, 1886	.....	Failure on 6 miles both ways..	.....	2 22
Jan. 2, 3, 1886	.....	Failure on 7 miles both ways..		
Jan. 9, 1886	.....	Failure total	.....	1 32
Mar. 31, 1886	On the route	Failure 1 trip	.....	15
In first quarter, 1886	....do	Failure 11 trips	.....	88
Mar. 31, 1886	....do	Failure to perform service	.....	26
In first quarter, 1886	....do	Failure 1 trip	.....	23
Mar. 31, 1886	....do	Failure to perform service	.....	64
Mar. 3, 1886	....do	.....do	.....	29
Feb. 3, 25, 1886	....do	.....do	.....	1 02
.....	.....	Failure 2 connections	.....	1 42
In first quarter, 1886	On the route	Failure 1 connection	.....	14
Jan. 9, 1886	....do	Failure 1 trip	.....	28
Feb. 4, 1886	....do	.....do	.....	15
Feb. 4, 5, 1886	....do	.....do	.....	60
Feb. 1, 1886	....do	.....do	.....	19
In first quarter, 1886	....do	.....do	.....	46
Jan. 11, 12, 13, 14, 16, 19, 22, 25, 27; Feb. 1, 2, 4, 6, 8, 10, 15, 16; Mar. 1, 2, 1886.	....do	Failure to perform service	.....	3 04
Feb. 3, 4, 1886	....do	.....do	.....	52
In first quarter, 1886	....do	Failure to connect once	.....	24
Feb. 3, 4; Mar. 31, 1886	....do	Failure to perform service (3 pro rata).	.....	1 08
In first quarter, 1886	....do	Failure 7 trips	.....	1 40
Jan. 23, 1886	....do	Failure to perform service	.....	19
In first quarter, 1886	....do	Failure 32 trips	.....	4 80
..... do	....do	Failure 13 trips (for 2 failures 2 pro rata).	.....	3 45
Jan. 16, 18, 20; Feb. 4, 1886	....do	Failure 1 trip each	.....	72
Jan. 11, 1886	....do	Failure 2 trips		
In first quarter, 1886	....do	Failure 18 trips	.....	1 80
Jan. 9, 14, 22, 25, 29, 30, 1886	....do	Failure 1 trip each	.....	3 96
Jan. 11, 12, 13, 21, 23, 26, 1886	....do	Failure 2 trips each		
Mar. 15, 1886	....do	Failure 1 trip	.....	12
Jan. 9, 1886	....do	Failure 1 connection	.....	18
In first quarter, 1886	....do	Failure 1 trip	.....	17
.....do	....do	.....do	.....	16
.....do	....do	Failure 2 connections	.....	28
Week ended Jan. 16, 1886	.....	Failure round trip	.....	153 84
.....do	Memphis	Failure to arrive twice	.....	192 30
Week ended Jan. 28, 1886	....do	Failure to arrive once		
Week ended Jan. 16, 1886	....do	Failure to depart three times..		
.....do	Friar's Point	Failure to arrive and depart three times.		
No. 40, Feb. 4, 5, 6, 11, 13, 20, 21, 1886.	Savannah	Failure to connect	$53 00	6 30
.....	.....	Failure to run one 50-foot R.P.O. car on train No. 47, one way over the route Feb. 24, 1886.		
.....	.....	Failure to run R. P.O. car No. 1 (42.6 x 8.10) on train No. 40, one way over the route, Feb. 22, 1886.	.....	3 49

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 10	18004	Mobile to Cairo	Miss	M. & O. Rwy	$39,343 91	$53 89
	18004	do	Miss	do		
	18014	Artesia to Columbus	Miss	do	760,10	
	15009	Savannah to Jacksonville	Ga	S. F. & W. Rwy. (R. P. O. cars).	33,725 47 11,147 50	46 19 23 09
	15009	do	Ga	do		
	15009	do	Ga	do		
	15009	do	Ga	do		
	19006	Nashville to Decatur	Tenn	L. & N. Rwy	18,047 19	24 72 12 36
	24009	Jackson to Bay City	Mich	Mich. Central	11,878 24	9 46 18 97
	30008	Vicksburgh to Shreveport	La	V. S. & P. Rwy	9,327 30	12 77
	34009	Hastings to Denver	Nebr	Rep. Valley Rwy	51,422 96	70 44
	34009	do	Nebr	do		
	34909	do	Nebr	do		
	34009	do	Nebr	do		
	34009	do	Nebr	do		
	34009	do	Nebr	do		
		STAR SERVICE.				
Apr. 12	6832	Lena to Canastota	N. Y	J. B. Colegrove	95 00	15
	9072	Philadelphia to railroad stations, &c.	Pa	J. S. Brown	27,200 00	
	11648	Pattonsville to Jonesville	Va	W. F. Hansberger	490 00	78
	11648	do	Va	do		
	11648	do	Va	do		
	11648	do	Va	do		
	12104	Hedgesville to Glengary	W. Va	J. N. Hustler	104 00	50
	12104	do	W. Va	do		
	12107	Glengary to Unger's Store	W. Va	J. D. Smith	54 00	51
	12108	Berkeley Springs to Cross Junction.	W. Va. W. Va.	A. S. Shockey	290 00	92
	12115	Capon Bridge to Wardensville	W. Va	J. Pool	179 00	86
	12115	do	W. Va	do		
	12117	Capon Bridge to Slanesville	W. Va	R. O. Pugh	147 44	47
	12117	do	W. Va	do		
	12128	Petersburgh to Burlington	W. Va	T. R. Parker	798 00	1 27
	12128	do	W. Va	do		
	12128	do	W. Va	do		
	12128	do	W. Va	do		
	12129	Petersburgh to Franklin	W. Va	J. Landes, jr	286 00	1 57
	12129	do	W. Va	do	493 00	
	12129	do	W. Va	do		
	12138	Baker's Run to Howard's Lick	W. Va	V. Boreing	210 00	67
	12138	do	W. Va	do		
	12138	do	W. Va	do		
	12138	do	W. Va	do		
	12138	do	W. Va	do		
	12140	Mouth of Seneca to Crabbottom.	W. Va	J. W. C. Cassel	299 00	1 43
	12140	do	W. Va	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 3, 1886	Mobile	Failure to depart		$26 94
Jan. 8, 9, 1886	Cairo	Failure to connect	$53 89	
		For negligence on the part of the company's messenger at Columbus, Miss., in failing to call for and dispatch the 6.45 a. m. mail, Jan. 9, 1886.	1 00	
No. 43, Jan. 12, 24, 25, Feb. 10, 1886.	Savannah	Failure to connect	46 00	
Oct. 12, 13, 14, 1885	Jacksonville	Failure to arrive		46 19
Oct. 11, 1885	....do	Failure to depart		
	....do	Failure to run one 50-foot R. P. O. car one way between Waycross and Savannah (95.98 miles) on train No. 47, Feb. 24, 1886.		5 25
		Failure to connect with depending mails at Nashville, Tenn., as follows: Train No. 2, Nov. 9, 12, 28, 1885; Jan. 9, 10, Feb. 13, 17, 19, 28, Mar. 11, 14, 1886. No. 4, Jan. 9, 10, 11, 12, 13, 16, 17, 18, Feb. 16, 20, 1886.	129 75	
Jan 18; Feb. 4, 5, 1886	Jackson	Failure to connect	14 25	
Oct. 31; Nov. 12, 1885	Shreveport	Failure to arrive		12 77
Jan. 10, 1886	Hastings	Failure to depart		
Jan. 4, 6, 7, 8, 9, 21; Feb. 9, 1886.	Denver	Failure to arrive and depart		
Jan. 9, 11, 1886	....do	Failure to arrive		
Jan. 4, 7, 1886	....do	Failure to depart		
Jan. 8. 1886	....do	Failure to arrive and depart		
		For negligence on the part of company's messenger at Haldredge, Nebr., in failing to call for and dispatch the mail the a. m. of Oct 18, 1885.	2 00	739 62
Jan. 18, 19, 20, 21, 1886		Failure to perform service		1 20
In first quarter, 1886		Delays in delivery of mails at post-office; failures to connect at railroad stations with outgoing trains, Jan. 9, twice; Jan. 12, Mar. 3, 4.	78 04	
Feb. 2, 3, 1886		Failure half trip		
Jan. 9, 11, 12, 13, 14, 15, 16, 1886		Failure on 10 miles both ways		12 94
Feb. 4, 5, 6, 8, 1886		Failure on 16 miles both ways		
Feb. 20, 1886		Failure on 12 miles both ways		
Jan. 27, 1886		Failure on 9 miles both ways		1 08
Feb. 13, 1886		Failure on 9½ miles both ways		
Jan. 14; Feb. 4, 1886		Failure on 6½ miles both ways		1 14
Jan. 11, 29, 1886	Berkeley Springs	Failure to arrive and depart		1 84
Jan. 29, Feb. 12, 1886		Failure on 1½ miles both ways		1 54
Jan. 11, 1886		Failure on 15½ miles both ways		
Jan. 5; Feb. 13, Mar. 30, 1886		Failure on 4 miles both ways		1 84
Jan. 28; Feb. 11, 1886		Failure half trip		
Jan. 12; Mar. 29, 30, 31, 1886		Failure to arrive		
Jan. 11; Mar. 30, 31, 1886	Petersburgh	Failure to depart		8 25
Jan. 13; Mar. 30, 31, 1886	....do	Failure to arrive		
Jan. 12; Mar. 30, 31, 1886	Burlington	Failure to depart		
Jan. 4, 1886	Petersburgh	Wet mail		
Jan. 1 to Feb. 27, 1886		Failure 32 times to arrive in time.	4 00	78
Mar. 31, 1886	Franklin	Failure to arrive		
Jan. 29; Feb. 12, 1886		Failure on 9 miles both ways		
Jan. 11, 1886		Failure on 4 miles both ways		
Feb. 5, 1886		Failure on 7 miles both ways		4 59
Mar. 31, 1886		Failure on 12 miles both ways		
Jan. 15, 1886		Failure half trip		
Jan. 5; Mar. 31, 1886	Mouth of Seneca	Failure to arrive and depart		
Jan. 13; Feb. 13; Mar. 31, 1886.	Crabbottom	....do		7 15

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 12	12141	Oak Flat to Petersburgh	W. Va.	J. W. Ours	$277 00	$1 33
	12141	do	W. Va.	do		
	12141	do	W. Va.	do		
	12141	do	W. Va.	do		
	12145	Leadsville to Mouth Seneca	W. Va.	A. B. Mouse	351 50	1 59
					319 81	1 53
	12145	do	W. Va.	do		
	12145	do	W. Va.	do		
	12145	do	W. Va.	do		
	12147	Huttonsville to Helvetia	W. Va.	J. D. Smith	96 00	92
	12147	do	W. Va.	do		
	12149	Roaring Creek to Talbot's	W. Va.	do	58 00	55
	12150	Valley Head to Middleburgh	W. Va.	J. Landers, jr	83 00	39
	12156	Philippi to Beverly	W. Va.	S. D. Castleman	917 00	1 46
	12156	do	W. Va.	do		
	12156	do	W. Va.	do		
	12156	do	W. Va.	do		
	12156	do	W. Va.	do		
	12156	do	W. Va.	do		
	12161	Terre Alta to Aurora	W. Va.	J. D. Smith	280 00	44
	12164	do	W. Va.	do		
	12166	Terre Alta to Somerfield	W. Va.	J. C. Foley	999 00	1 59
	12166	do	W. Va.	do		
	12166	do	W. Va.	do		
	12166	do	W. Va.	do		
	12167	Independence to Mason	W. Va.	J. D. Smith	226 00	72
	12169	Albright to Laurel Iron Works.	W. Va.	E. Forman	336 10	1 07
					330 73	1 08
	12170	Albright to Reedsville	W. Va.	L. C. Rogers	185 00	59
	12174	Gladesville to Uppington	W. Va.	V. Boreing	206 00	66
	12174	do	W, Va.	do		
	12174	do	W. Va	do		
	12175	Morganton to Blacksville	W. Va.	M. S. Garrison	338 00	1 08
	12177	Morganton to Smithfield	W. Va.	B. W. Beedy	418 00	1 33
	12177	do	W. Va.	do		
	12178	do	W. Va.	do	479 35	76
	12178	do	W. Va.	do		
	12178	do	W. Va.	do		
	12178	do	W. Va.	do		
	12182	Mannington to Pine Grove	W. Va.	F. M. Watson	207 00	99
	12182	do	W. Va.	do		
	12192	Clarksburgh to Buckhannon	W. Va.	J. B. Colegrove	440 00	1 41
	12202	Ritchie Court House to Leading Creek.	W. Va.	T. E. Davis	703 68	2 25
	12205	Cold Water to Vade's	W. Va.	J. D. Smith	168 00	80
	12205	Cold Water to Plum Bridge			228 00	1 09
	12206	Fairview to Commettesburgh	W. Va.	T. J. Marshall	138 00	44
	12215	Bannon to Proctor	W. Va.	V. Boering	248 00	1 19
	12217	Dallas to Crow's Mills	W. Va.	J. D. Smith	260 00	83
	12217	do	W. Va.	do		
	12218	Cameron to Sherrard	W. Va.	B. W. Beedy	430 00	1 37
	12219	Burton to Blacksville	W. Va.	A. Easley	294 88	94
	12220	Littleton to Middlebourne	W. Va.	J. B. Colegrove	429 00	2 06
	12220	do	W. Va.	do		
	12220	do	W. Va.	do		
	12221	New Martinsdale to Littleton	W. Va.	E. W. Lauck	345 00	1 65
	12221	do	W. Va.	do		
	12221	do	W. Va.	do		
	12221	do	W. Va.	do		
	12221	do	W. Va.	do		
	13125	Cashiers to Horse Creek	N. C	J. Ingram	249 00	39
	13129	Webster to Cashiers	N. C	R. Davis	419 00	1 34
	13131	Brevard to Cashiers	N. C	T. G. Gibson	480 00	1 53
	13131	do	N. C	do		
	13131	do	N. C	do		
	13131	do	N. C	do		
	13131	do	N. C	do		
	13141	Marshall to Marshall	N. C	W. M. & S. W. Edwards	172 50	55
	13142	Marshall to Big Pine	N. C	W. F. Hansberger	262 50	1 25
	13142	do	N. C	do		
	13142	do	N. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11; Mar. 29, 1886	Oak Flat	Failure to arrive	.....	$4 65
Jan. 12; Mar. 30, 1886	....do	Failure to depart		
Jan. 12; Mar. 30, 1886	Petersburgh	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart		
Jan. 5; Mar. 30, 1886	.....	Failure on 29 miles both ways.		
Jan. 12, 1886	.....	Failure on 16 miles both ways.	.....	10 86
Feb. 26, 1886	.....	Failure on 28 miles both ways.		
Mar. 23, 1886	.....	Failure on 14 miles both ways.		
Jan. 5, 12, 1886	.....	Failure total	.....	4 60
Mar. 24, 1886	.....	Failure half trip		
Jan. 6, 1886	.....	Failure total	.....	1 10
Feb. 5; Mar. 2, 9, 1886	.....	Failure total (½ pro rata)	.....	2 24
Jan. 9, 1886	Philippi	Failure to arrive	$2 00	4 38
Jan. 4, 11, 1886	....do	Failure to depart		
Mar. 27, 1886	....do	Wet and damaged mail		
Jan. 9; Mar. 8, 1886	Beverly	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart		
Jan. 4, 1886	....do	Wet mail		
Jan. 9, 11, 12; Feb. 20, 1886	Terra Alta	Failure to arrive and depart	.....	2 20
Jan. 9, 1886	Aurora	Failure to arrive and depart		
Jan. 9, 1886	.....	Failure on 17 miles both ways	.....	6 86
Jan. 11, 1886	.....	Failure on 17½ miles both ways.		
Jan. 12, 1886	.....	Failure on 15 miles both ways		
Jan. 2, 4, 5, 1886	Somerfield	Failure to arrive		
Jan. 9, 12, 1886	.....	Failure total	.....	2 88
Jan. 11, 12, 1886	.....	....do	.....	2 14
Jan. 11, 1886	.....	....do	.....	1 18
Jan. 9, 1886	.....	Failure on 12 miles both ways.	.....	3 16
Mar. 31, 1886	.....	Failure on 9 miles both ways.		
Jan. 11, 1886	.....	Failure total		
Jan. 12, 1886	.....	Failure on 12 miles both ways.	.....	1 22
Jan. 11, 1886	.....	Failure on 12½ miles both ways	.....	3 04
Jan. 20, 1886	.....	Failure on 7 miles both ways.		
Jan. 9, 11, 13, 28; Feb. 13, 1886	Morganton	Failure to arrive	.....	8 36
Jan. 12, 14, 29; Feb. 15; Mar. 31, 1886.	....do	Failure to depart		
Jan. 5, 9, 12, 14; Feb. 3, 15; Mar. 29, 31, 86.	Smithfield	Failure to arrive		
Jan. 13; Feb. 3; Mar. 29, 31 1886.	....do	Failure to depart		
Jan. 13; Mar. 31, 1886	Mannington	Failure to arrive and depart	.....	3 96
Jan. 16; Mar. 31, 1886	Pine Grove	....do		
Jan. 12, 1886	Buckhannon	Failure to arrive and depart (1¼ pro rata).	.....	1 76
....do	.....	Failure on 27½ miles both ways	.....	2 70
Jan. 9, 1886	.....	Failure total	.....	1 60
.....	.....	.....	.....	.....
Jan. 9, 12, 14, 1886	.....	Failure total	.....	2 64
Jan. 12, 13, 1886	.....	....do	.....	2 38
Jan. 9, 1886	.....	Failure on 13¾ miles both ways	.....	3 20
Jan. 12, 1886	.....	Failure total		
Jan. 11, 13, 1886	.....	....do	.....	5 48
Jan. 12, 1886	.....	....do	.....	1 88
Jan. 9	.....	Failure on 35 miles both ways.	.....	14 56
Jan. 11; Mar. 31, 1886	.....	Failure on 37 miles both ways.		
Jan. 13; Feb. 14, 1886	.....	Failure on half trips		
Jan. 13, 23; Mar. 23, 31, 1886	New Martinsdale.	Failure to arrive	.....	12 37
Jan. 12, 22; Mar. 31, 1886	....do	Failure to depart		
Jan. 12, 22; Feb. 16; Mar. 23, 1886.	Littleton	Failure to arrive		
Jan. 13, 23; Feb. 17; Mar. 24, 1886.	....do	Failure to depart		
Jan. 9, 11, 12; Mar. 29, 31, 1886.	.....	Failure round trips	.....	3 90
Jan. 13, 15; Mar. 31, 1886	.....	....do	.....	8 04
Jan. 4, 1886	.....	Failure on 22 miles each way	.....	8 95
Jan. 9, 1886	Brevard	Failure to arrive		
Jan. 11, 13, 1886	....do	Failure to depart		
Jan. 11, 13, 15, 1886	Cashiers	Failure to arrive		
Jan. 12, 14, 16, 1886	....do	Failure to depart		
Jan. 11, 13, 18; Mar. 30, 31, 1886	.....	Failure round trips	.....	5 50
Jan. 9, 12, 1886	.....	....do	.....	8 00
Feb. 20, 1886	.....	Failure on 7 miles each way		
Mar. 30, 1886	.....	Failure on 11 miles each way		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 12	13146	Asheville to Crab Tree	N. C	T. G. Gibson	$721 36	$0 57
	13146	....do	N. C	....do		1 15
	13146	....do	N. C	....do		
	13146	....do	N. C	....do		
	13146	....do	N. C	....do		
	13151	Bat Cave to Mitchell	N. C	....do	159 00	1 52
	13154	Hendersonville to Bat Cave	N. C	....do	147 00	70
	13154	....do	N. C	....do		
	13173	Cranberry to Beech Creek	N. C	H. Taylor	46 00	44
	13178	Spruce Pine to Cranberry	N. C	T. H. McCowry	249 90	79
	13178	....do	N. C	....do		
	13178	....do	N. C	....do		
	13180	Boone to Cranberry	N. C	H. N. Woodruff	487 00	77
	13180	....do	N. C	....do		
	13199	Rutherfordtown to Asheville	N. C	....do	388 00	1 86
	13199	....do	N. C	....do		
	13221	Hickory to Goshen	N. C	....do	294 00	1 41
	13221	....do	N. C	....do		
	13242	Mouth of Buffalo to Weasel	N. C	M. Clark	79 00	37
	13244	Scottsville to Mulberry	N. C	W. R. Harrold	119 00	57
	13244	....do	N. C	....do		
	13255	Hamptonville to Taylorville	N. C	J. M. Bell	245 00	1 17
	13255	....do	N. C	....do		
	13276	Concord to Concord	N. C	S. D. Castleman	146 00	70
	13310	Winston to Rockford	N. C	W. A. Horn	407 73	1 30
	13310	....do	N. C	....do		
	13310	....do	N. C	....do		
	13311	Dalton to Dobson	N. C	H. N. Woodruff	337 00	1 08
	13311	....do	N. C	....do		
	13312	Red Shoals to Stuart	N. C	E. Parr	198 63	95
	13312	....do	N. C	....do		
	13315	Walnut Cove to Madison	N. C	H. N. Woodruff	332 00	53
	13324	Reidsville to Milton	N. C	A. Easley	488 00	69
	13324	....do	N. C	....do		87
	13324	....do	N. C	....do		
	13326	Wentworth to Summerfield	N. C	....do	242 00	1 16
	13326	....do	N. C	....do		
	13326	....do	N. C	....do		
	13332	High Point to Columbia Factory	N. C	S. D. Castleman	943 42	1 50
	13332	.... do	N. C	....do		
	13334	Jamestown to Abbott's Creek	N. C	H. N. Woodruff	104 00	50
	13336	Columbia Factory to Troy via Why Not.	N. C	A. Easley	344 00	1 65
	13336	.... do	N. C	....do		
	13336	Columbia Factory to Carthage.	N. C	W. H. Marley	299 00	1 43
	13339	Farmers to Denton	N. C	R. F. Steed	143 52	68
	13344	Troy to Ashborough	N. C	A. Easley	294 00	1 41
	13344	....do	N. C	....do		
	13345	Troy to Carthage	N. C	....do	294 00	1 41
	13345	....do	N. C	....do		
	13345	....do	N. C	....do		
	13345	....do	N. C	....do		
	13346	Goodman to Mount Pleasant	N. C	....do	132 00	1 26
	13346	....do	N. C	....do		
	13347	Lilesville to Troy	N. C	E. T. Clemmons	971 00	1 55
	13347	....do	N. C	....do		
	13347	....do	N. C	....do		
	13350	Wadesborough to Wadesborough.	N. C	A. Easley	342 00	1 09
	13351	Bostick's Mills to Troy	N. C	....do	442 00	1 41
	13351	....do	N. C	....do		
	13357	Carthage to Powelton	N. C	A. M. Kennedy	372 00	1 78

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 11, 12, 16, 1886	.....	Failure round trips (6 times a week).		
Mar. 31, 1886	.....	Failure on 17 miles each way (3 times a week).	.....	$7 64
.....do	.....	Failure on 3 miles one way (3 times a week).		
Feb. 11, 1886	Crab Tree	Failure to arrive and depart		
Jan. 13, 1886	.....	Failure round trip	.....	3 04
Jan. 5, 1886	.....	Failure on 4½ miles each way	.....	1 75
Jan. 12, 1886	.....	Failure round trip		
Jan. 9; Feb. 20, 1886	.....	.....do	.....	1 76
Jan. 4, 11, 1886	Spruce Pine	Failure to arrive and depart		
Jan. 9, 16, 1886	Cranberry	.....do	.....	4 74
Mar. 31, 1886	....do	Failure round trip		
Jan. 4, 5, 9, 11, 12; Feb. 5, 1886	Boone	Failure to arrive and depart	.....	6 93
Jan. 4, 9, 11, 1886	Cranberry	.....do		
Jan. 12, 1886	.....	Failure on 28¾ miles each way	.....	4 47
Jan. 15, 1886	.....	Failure on 26¾ miles each way		
Jan. 4, 11, 1886	.....	Failure round trips	.....	7 83
Feb. 26, 1886	.....	Failure on 28 miles each way		
Jan. 9, 12, 1886	.....	Failure round trips	.....	1 48
Jan. 9, 13, 1886	Mulberry	Failure to arrive and depart	.....	2 15
Mar. 31, 1886	.....	Failure on 21 miles each way		
Jan. 5, 15, 1886	.....	Failure on 29½ miles each way	.....	6 27
Jan. 12, 1886	.....	Failure on 33½ miles each way		
Mar. 30, 1886	.....	Failure round trip	.....	1 40
Jan. 4, 11, 13, 15; Feb. 5; Mar. 31, 1886.	Winston	Failure to arrive	.....	11 05
Jan. 5, 12, 14, 16; Feb. 6, 1886	....do	Failure to depart		
Jan. 5, 12, 14, 1886	Rockford	Failure to arrive and depart		
Jan. 11, 13, 15; Feb. 12; Mar. 29, 31, 1886.	Dalton	.....do	.....	11 88
Jan. 9, 12, 14, 16; Mar. 30, 1886.	Dobson	.....do		
Jan. 13, 16, 1886	Red Shoals	.....do	.....	2 85
Mar. 31, 1886	Danbury	.....do		
Jan. 4, 5, 6, 12, 13; Feb. 5, 12, 13; Mar. 30, 31, 1886.	.....	Failure on 10 miles each way	.....	7 57
Jan. 11, 15, 25; Mar. 31, 1886	Between Reidsville and Locust Hill.	Failure round trip (17 miles)		
Feb. 12; Mar. 31, 1886	Between Milton and Locust Hill.	Failure round trip (21 miles)	.....	9 87
Jan. 13, 1886	Locust Hill	Failure to arrive and depart (21 miles).		
Jan. 15, 1886	.....	Failure on 7 miles each way		
Jan. 4, 1886	Summerfield	Failure to arrive	.....	1 85
Jan. 5, 1886	....do	Failure to depart		
Jan. 4, 1886	.....	Failure on 15¼ miles each way		
Mar. 31, 1886	Columbia Factory.	Failure to arrive and depart	.....	2 72
Jan. 13; Mar. 30, 1886	.....	Failure round trip	.....	2 00
Mar. 30, 1886	Between Columbia Factory and Why Not.	Failure on 11½ miles each way	.....	2 68
Mar. 31, 1886	Between Why Not and Troy.	Failure on 19 miles each way		
Jan. 5, 12, 22; Feb. 5, 26; Mar. 30, 1886.	.....	Failure on 11 miles each way	.....	5 24
Jan. 16, 1886	.....	Failure round trip	.....	1 36
Jan. 12, 1886	.....	Failure on 24 miles each way	.....	2 89
Mar. 31, 1886	Troy	Failure to arrive		
Jan. 9, 1886	.....	Failure on 5 miles each way		
Jan. 23, 1886	Troy	Failure to arrive	.....	2 52
Jan. 24, 1886	....do	Failure to depart		
Mar. 31, 1886	....do	Failure to arrive		
Jan. 6, 26, 1886	.....	Failure on 21½ miles each way	.....	6 18
Mar. 31, 1886	.....	Failure on 24½ miles each way		
Jan. 5, 9, 11, 12, 13, 14, 15, 16, 1886.	.....	Failure on 5 miles each way	.....	7 75
Jan. 25, 1886	.....	Failure round trip		
Mar. 31, 1886	.....	Failure on 1½ miles each way		
Feb. 22, 24, 26; Mar. 1, 3, 5, 12, 17, 19, 1886.	.....	Failure to supply Jones Creek; P. O. (intermediate) removed from former site, but not off public road.	$5 00	.....
Jan. 25, 1886	.....	Failure on 17 miles each way	.....	2 42
Mar. 31, 1886	.....	Failure on 9 miles each way		
.....do	Powelton	Failure to arrive and depart	.....	1 78

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 12	13375	Hillsborough to Roxborough..	N. C ...	J. F. Logan	$439 00	$1 40
	13375	.....do	N. C ...	.....do	.....	.....
	13375	.....do	N. C ...	.....do	.....	.....
	13375	.....do	N. C ...	.....do	.....	.....
	13377	Hillsborough to Milton	N. C ...	E. T. Clemmons	943 00	1 50
	13377	.....do	N. C ...	.....do	.....	.....
	13377	.....do	N. C ...	.....do	.....	.....
	13377	.....do	N. C ...	.....do	.....	.....
	13377	.....do	N. C ...	.....do	.....	.....
	13383	Mebanesville to Snow Camp ...	N. C...	A. Easley	268 88	1 28
	13383	.....do	N. C...	.....do	.....	.....
	13391	Telephone to Roxborough	N. C...	.....do	248 88	91
	13394	Oxford to Oxford	N. C...	J. B. Miner.....	245 47	78
	13394	.....do	N. C...	.....do	.....	.....
	13394	.....do	N. C...	.....do	.....	.....
	13396	Henderson to Clarksville	N. C...	S. D. Castleman	597 00	64
						62
	13419	Fayetteville to Clinton	N. C...	.....do	386 00	1 85
	13419	.....do	N. C...	.....do	.....	.....
	13419	.....do	N. C...	.....do	.....	.....
	13419	.....do	N. C ...	.....do	.....	.....
	13420	Fayetteville to Manley.....	N. C ...	.....do	336 00	1 61
	13420	.....do	N. C...	.....do	.....	.....
	13427	Leesville to Gaddysville.....	N. C...	J. H. Petman	70 00	67
	13433	Whiteville to Conway	N. C...	S. D. Castleman.....	546 00	2 62
	13434	Whiteville to Little River	N. C...	M. T. Veereen	475 00	2 28
	13437	Wilmington to Jacksonville ...	N. C...	S. D. Castleman.....	718 82	3 45
	13437	.....do	N. C...	.....do	.....	.....
	13438	Wilmington to Little River ...	N. C...	T. Lewis.....	624 00	3 00
	13439	Burgaw to Angola	N. C...	J. R. Marshburn	224 75	1 07
	13444	Bladensburgh to Cerro Gordo..	N. C ..	T. G. Gibson	113 00	1 08
	13452	Clayton to Wilson	N. C...	S. D. Castleman.....	371 08	1 78
	13457	Rocky Mount to Lobisburgh ..	N. C...	.....do	536 22	1 71
	13457	.....do	N. C...	.....do	.....	.....
	13457	.....do	N. C...	.....do	.....	.....
	13463	Scotland Neck to Robersonville	N. C...	E. T. Clemmons.....	708 18	1 13
	13463	.....do	N. C ..	.....do	.....	.....
	13463	.....do	N. C...	.....do	.....	.....
	13470	Winton to Saint John	N. C...	S. D. Castleman.....	216 00	1 03
	13475	Tarborough to Greenville	N. C...	.....do	352 00	1 32
	13475	.....do	N. C ..	.....do	.....	.....
	13475	.....do	N. C ..	.....do	.....	.....
	13475	.....do	N. C...	.....do	.....	.....
	13480	Greenville to Greenville.....	N. C ...	E. C. Clemmons.....	733 40	1 17
	13480	.....do	N. C ...	.....do	.....	.....
	13480	.....do	N. C ...	.....do	.....	.....
	13486	Goldsborough to Goldsborough.	N. C ...	J. F. Logan	648 00	1 03
	13486	.....do	N. C ...	.....do	.....	.....
	13492	Kenansville to Kenansville ...	N. C ...	K. Jones.....	260 00	1 25
	13493	Kenansville to Jacksonville...	N. C ...	E. T. Clemmons	1,369 00	2 17
	13493	.....do	N. C ...	.....do	.....	.....
	13493	.....do	N. C ...	.....do	.....	.....
	13493	.....do	N. C ...	.....do	.....	.....
	13493	.....do	N. C ...	.....do	.....	.....
	13493	.....do	N. C ...	.....do	.....	.....
	13493	.....do	N. C ...	.....do	.....	.....
	13498	Jacksonville to Swansborough	N. C ...	B. D. Henderson.....	360 00	1 73
	13503	Beaufort to Smyrna.....	N. C ...	S. D. Castleman.....	18 00	59
	13504	Newport to Harlow.....	N. C ..	J. Elliott.....	160 00	57
	13505	Newport to Swansborough	N. C ...	S. D. Castleman.....	366 00	1 17
	13506	Smyrna to Ocracoke.....	N. C ...	S. Babbitt.....	560 00	2 60
	13506	.....do	N. C ...	.....do	.....	.....
	13506	.....do	N. C ...	.....do	.....	.....
	13506	.....do	N. C ...	.....do	.....	.....
	13508	Stonewall to Bands Creek.....	N. C ...	O. D. Lewis.....	210 00	58
						83
	13511	New Berne to Vandermere. ..	N. C ...	E. T. Clemmons.....	319 00	1 30
	13511	.....do	N. C ...	.....do	.....	.....
	13511	.....do	N. C ...	.....do	.....	.....
	13514	Chocowinity to Aurora	N. C ...	S. D. Castleman	371 20	1 18
	13517	Washington to New Berne	N. C ...	E. T. Clemmons	471 00	1 50
	13517	.....do	N. C ..	.....do	.....	.....
	13517	.....do	N. C ...	.....do	.....	.....
	13517	.....do	N. C ...	.....do	.....	.....
	14518	Washington to Haslin.....	N. C ...	E. S. Marsh.....	650 00	2 08

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 5; Mar. 31, 1886	Hillsborough	Failure to depart	.....	$5 60
Feb. 6, 1886	do	Failure to arrive		
Jan. 4, 13; Mar. 31, 1886	Roxborough	do		
Jan. 5, 14, 1886	do	Failure to depart		
Jan. 15, 18, 25; Feb. 6, 8, 1886	Hillsborough	Failure to arrive		
Jan. 16, 23; Feb. 4, 6, 1886	do	Failure to depart		
Jan. 9, 12, 14, 16, 30; Feb. 2, 6, 13, 1886.	Milton	Failure to arrive	.....	21 42
Jan. 11, 13, 18; Feb. 1, 8, 15, 1886	do	Failure to depart		
Mar. 30, 31, 1886		Failure on 27½ miles each way		
Mar. 31, 1886	Mebanesville	Failure to arrive	.....	1 26
do	Snow Camp	Failure to depart		
Jan. 12, 26, 1886		Failure round trips	.....	3 64
Jan. 4, 1886		Failure round trip	.....	3 12
Mar. 31, 1886	Oxford	Failure to arrive and depart		
Mar. 29, 1886	Brownsville	do		
Jan. 25; Mar. 30, 31, 1886		Failure round trips (6 times a week).	.....	3 84
Jan. 11, 15, 1886		Failure round trips	.....	10 94
Jan. 18, 1886		Failure on 16 miles each way		
Feb. 5, 1886	Clinton	Failure to arrive		
Feb. 6, 1886	do	Failure to depart		
Jan. 29, 1886	Manley	Failure to arrive	.....	1 61
Jan. 30, 1886	do	Failure to depart		
Jan. 16; Feb. 6, 1886	Gaddysville	Failure to arrive and depart	.....	1 34
Jan. 15, 1886		Failure round trip	.....	5 24
Jan. 12, 1886		Failure on 32 miles each way	.....	3 94
Jan. 13, 1886		Failure on 45 miles each way	.....	6 35
Feb. 5, 1886		Failure on 13 miles each way		
Jan. 12, 1886		Failure on 16 miles each way	.....	1 71
do		Failure round trip	.....	2 14
Jan. 14; Feb. 4, 1886		Failure round trips	.....	4 32
Feb. 5, 1886		Failure on 21½ miles each way	.....	2 09
do		Failure on 15 miles each way	.....	2 13
Feb. 13, 1886	Louisburgh	Failure to arrive		
Feb. 4, 1886	Scotland Neck	do	.....	2 26
Feb. 5, 1886	do	Failure to depart		
Mar. 4, 1886	do	Failure to arrive and depart		
Feb. 6, 1886		Failure on 12 miles each way	.....	1 17
Feb. 4, 13, 1886	Tarborough	Failure to arrive	.....	5 26
Feb. 5, 15, 1886	do	Failure to depart		
Feb. 4, 13, 1886	Greenville	do		
Feb. 5, 15, 1886	do	Failure to arrive		
Feb. 4; Mar. 2, 5 1886	do	Failure to depart	.....	7 02
Feb. 3, 5; Mar. 3, 6, 1886	do	Failure to arrive		
Feb. 6; Mar. 13, 29, 1886	do	Failure to arrive and depart		
Feb. 12, 1886	Goldsborough	Failure to arrive	.....	1 03
Feb. 13, 1886	do	Failure to depart		
Jan. 16, 1886	do	Failure round trip	.....	2 50
Jan. 11, 14, 1886	Kenansville	Failure to arrive and depart	.....	23 87
Jan. 9, 19, 1886	do	Failure to arrive		
Feb. 4, 6, 1886	do	Failure to arrive and depart		
Jan. 11, 13, 14; Feb. 5, 1886	Jacksonville	do		
Jan. 12, 16, 1886	do	Failure to arrive		
Jan. 15, 1886	do	Failure to depart		
Mar. 1, 1886	do	Failure to arrive		
Jan. 11, 1886		Failure round trip	.....	3 46
Jan. 9, 11, 1886		do	.....	2 36
Jan. 11, 1886		do	.....	1 14
Jan. 9, 12, 14, 16; Feb. 20, 1886		Failure on 4 miles each way	.....	2 46
Jan. 7, 8, 1886		Failure on 19½ miles each way	.....	19 64
Jan. 25, 26, 1886		Failure on 9½ miles each way		
Jan. 11, 12, 14, 15, 1886		Failure round trips		
Feb. 4, 5, 1886				
Feb. 5, 1886		Failure round trip	.....	2 82
Jan. 12, 13, 14, 16, 1886		Failure on 12 miles each way	.....	8 16
Jan. 15, 1886		Failure round trip		
Feb. 5, 1886	Vandermere	Failure to arrive and depart		
Jan. 9, 12; Feb. 6, 8, 1886		Failure round trip	.....	4 72
Jan. 13, 15, 18; Feb. 5, 1886	Washington	Failure to arrive	.....	11 25
Jan. 14, 16, 19; Feb. 6, 1886	do	Failure to depart		
Jan. 12, 14, 16, 19, 1886	New Berne	Failure to arrive		
Jan. 13, 15, 20, 1886	do	Failure to depart		
Feb. 5, 1886		Failure round trip	.....	4 16

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 12	13519	Ocracoke to Avon	N. C	T. D. Howard	$488 00	$2 34
	13519	do	N. C	do		
	13519	do	N. C	do		
	13528	Plymouth to Columbia	N. C	E. T. Clemmons	711 02	2 27
	13564	La Grange to La Grange	N. C	T. C. Gibson	172 00	82
	16104	Oak Grove to Lake View	Fla	M. Campbell	240 00	1 15
	16107	Westville to Geneva	Fla	W. D. McKinnon	801 37	1 27
	16107	do	Fla	do		
	16117	Abe's Spring to Wewahitchka	Fla	L. L. Green	399 00	1 91
	16118	Quincy to Bristol	Fla	do	448 00	2 15
	16123	Tallahassee to Thomasville	Fla	J. D. Emerson	616 50	1 97
	16132	Perry to Stephensville	Fla	W. L. Argue	890 00	2 85
	16132	do	Fla	do		
	16134	Jasper to White Springs	Fla	H. O. Roop	348 00	1 67
	16155	Hilliard to King's	Fla	W. L. Argue	438 00	69
	16157	Saint Augustine to Port Orange.	Fla	L. L. Green	2, 004 30	6 42
	16157	do	Fla	do		
	16164	Ocala to Crystal River	Fla	do	1, 096 21	3 50
	16172	Port Orange to Titusville	Fla	E. H. Rice	855 00	2 74
	16172	do	Fla	do		
	16172	do	Fla	do		
	16176	Okahumpka to West Apopka	Fla	J. D. Emerson	312 66	1 50
	16181	Brooksville to Anclote	Fla	D. J. Whidden	502 59	2 41
	16196	Tampa to Palmetto	Fla	J. D. Emerson	3, 193 62	5 09
	16196	do	Fla	do		
	16196	do	Fla	do		
	16196	do	Fla	do		
	16196	do	Fla	do		
	16200	Fort Meade to Fort Ogden	Fla	T. Holloway	948 09	4 55
	16200	do	Fla	do		
	16201	Saint Lucie to Eau Gallie	Fla	J. B. Colegrove	564 42	2 71
	16201	do	Fla	do		
	16201	do	Fla	do		
	16202	Saint Lucie to Fort Worth	Fla	do	410 00 820 00	3 94
	16204	Titusville to Eau Gallie	Fla	J. Houston	525 00	1 68
	16204	do	Fla	do		
	16208	Palmetto to Palma Sola	Fla	F. A. Smith	629 00	1 00
	16209	Key West to Biscayne	Fla	J. D. Emerson	1, 681 00	16 15
	16224	Apalachicola to Carabelle	Fla	do	773 00	247 00
	16224	do	Fla	do		
	16224	do	Fla	do		
	16224	do	Fla	do		
	16245	West Tocoi to Picolata	Fla	M. R. Fitzhugh	300 00	47
	16250	Palatka to Racy Point	Fla	B. W. Beedy	650 18	1 03
	16283	Norwalk to Ker City	Fla	H. O. Roop	178 00	85
	23269	Nashville to Three Mile Prairie	Ill	C. Stocker	123 00	59
	23291	Claremont to Stringtown	Ill	D. Pauley	142 35	68
	23292	Noble to Ingraham	Ill	W. B. Catching	433 00	69
	23294	Clay City to Gatewood	Ill	do	189 77 154 15	49 30
	23294	do	Ill	do		
	23295	Louisville to Louisville	Ill	N. L. Turner	393 99	62
	23296	Louisville to Salem	Ill	S. A. Pond	944 00	3 02
	23299	Salem to Mount Vernon	Ill	R. Ritter	363 00	1 16
	23317	Greenville to Beaver Creek	Ill	P. R. Schnebly	193 50	62
	23329	Bell Air to Yale	Ill	E. M. Hardin	146 52	23
	23329	do	Ill	do		
	23332	Robinson to Martinsdale	Ill	R. Ritter	463 00	1 48
	23336	Oak Point to Casey	Ill	G. D. Moore	119 98	57
	23341	Carlinsville to Palmyra	Ill	do	303 99	97
	23341	do	Ill	do		
	23362	Pittsfield to El Dara	Ill	P. R. Schnebly	393 00	62

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 14; Feb. 4, 1886	.....	Failure round trip	.....	$16 38
Jan. 25, 1886	Ocracoke	Failure to depart		
Jan. 26, 1886	....do	Failure to arrive		
Feb. 5, 1886	.....	Failure round trip	.....	4 54
Jan. 1, 4, 8, 11, 15, 18, 22, 25, 29; Feb. 1, 5, 8, 12, 15, 19, 22, 26; Mar. 1, 5, 8, 12, 15, 19, 22, 26, 29, 1886.	.....	Failure on 3½ miles each way	.....	15 70
Jan. 1, 12, 1886	Lakeview	Failure to arrive and depart	.....	2 30
Feb. 11, 1886	Westville	Failure to arrive	.....	4 41
Jan. 4, 16, 1886	.....	Failure on 20½ miles		
Jan. 12, 1886	.....	Failure on 11 miles	.....	1 33
Dec. 31, 1885	Quincy	Failure to depart	.....	1 07
Mar. 13, 18, 20, 27, 1886	Thomasville	Failure to connect	.....	3 94
Mar. 12, 1886	Stephensville	Failure to arrive	.....	2 85
Mar. 13, 1886	... do	Failure to depart		
July 1, since 1884	Belmont and Tyner.	Supplied one way only	$50 00	.....
Jan. 4; Mar. 31, 1886	.....	Failure round trips	.....	2 76
Mar. 18, 1886	Saint Augustine	Failure to connect	5 00	3 21
Mar. 16, 18, 1886	.....	Wet mails		
Feb. 1, 1886	.....	Failure round trip	.....	7 00
Feb. 27, 1886	Port Orange	Failure to arrive	.....	4 11
Mar. 30, 1886	Titusville	.....do		
Mar. 31, 1886	....do	Failure to depart		
Jan. 8, 1886	.....	Failure round trip	.....	3 00
.....do	Anclote	Failure to arrive and depart	.....	2 41
Jan. 19, 11, 19, 22, 25, 28; Feb. 3, 4, 5; Mar. 3, 11, 13, 23, 30, 31, 1886.	Tampa	Failure to arrive		
Feb. 5; Mar. 12, 1886	....do	Failure to depart	25 00	61 08
Jan. 8; Feb. 3, 4, 1886	Palmetto	Failure to arrive		
Jan. 9; Feb. 4, 5, 1886	....do	Failure to depart		
.....	Peru and Parish	Supplied only one way		
Feb. 23, 1886	Fort Meade	Failure to arrive and depart	.....	6 82
Feb. 24, 1886	Fort Ogden	Failure to arrive		
Feb. 7, 1886	Saint Lucie	.....do		
Feb. 5; Mar. 26, 1886	Eau Gallie	.....do	.....	8 13
Feb. 6; Mar. 27, 31, 1886	....do	Failure to depart		
Jan. 11; Mar. 18, 25, 1886	.....	Failure round trips	.....	23 64
Jan. 11, 1886	Titusville	Failure to arrive	.....	2 52
Jan. 12; Mar. 11, 1886	....do	Failure to depart		
Jan. 9, 1886	.....	Failure round trip	.....	200 00
Feb. 7, 1886	Biscayne	Failure to arrive	.....	8 07
Jan. 4, 8, 11, 15, 18, 29; Feb. 8, 15; Mar. 5, 21, 1886.	Apalachicola	.....do		
Jan. 5, 8, 16, 18, 30; Feb. 3, 15; Mar. 6, 18, 1886.	....do	Failure to depart		
Jan. 6, 8, 11, 13, 18, 20, 29; Feb. 5, 15; Mar. 6, 11, 16, 31, 1886.	Carrabelle	Failure to arrive	.....	50 63
Jan. 4, 8, 13, 15, 20, 29; Mar. 8, 10, 31, 1886.	....do	Failure to depart		
Jan. 9, 11, 25, 1886	.....	Failure round trip	.....	2 82
Feb. 5, 1886	Racy Point	Failure to deliver mail	2 00	.....
Mar. 31, 1886	.....	Failure round trip	.....	1 70
Jan. 23, 1886	.....	.....do	.....	1 18
Jan. 9, 1886	.....	Failure on 9½ miles both ways	.....	1 13
.....do	.....	Failure round trip	.....	1 38
Feb. 15, 16, 1886	.....	Six times a week service; failure round trips.	.....	2 18
Feb. 16, 1886	.....	Three times a week service; failure round trip.		
Feb. 13, 15, 1886	.....	Failure two round trips	.....	2 48
Jan. 3, 1886	Salem	Failure to arrive and depart	.....	3 02
In first quarter, 1886	.....	Failure on 18 miles both ways	.....	1 90
Jan. 9, 1886	.....	Failure round trip	.....	1 24
Jan. 4, 5, 6, 9, 16, 19, 21, 22; Feb. 10, 11, 12, 13, 15, 26, 27; Mar. 22, 31, 1886.	.....	Failure round trips	.....	8 74
Jan. 1, 8; Feb. 25; Mar. 15, 1886.	Bell Air	Failure to arrive and depart		
Jan. 9, 1886	Martinsdale	.....do	.....	1 48
.....do	.....	Failure 1 trip	.....	1 14
.....do	Palmyra	Failure to arrive and depart	.....	1 94
Feb. 11, 1886	Carlinsville	.....do		
Jan. 9, 1886	.....	Failure round trip	.....	1 24

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 12	23363	Pittsfield to Florence	Ill	W. N. Gibbs	$373 00	$0 59
	23363	do	Ill	do		
	23365	Pittsfield to Pleasant Hill	Ill	W. B. Catching	425 00	67
	23366	Pittsfield to Rockport	Ill	do	475 00	75
	23384	Bethany to Yantisville	Ill	P. R. Schnebly	310 50	99
	23385	Bourbon to Arcola	Ill	W. B. Catching	168 00	53
	23385	do	Ill	do		
	23407	Petersburgh to Salisbury	Ill	E. M. Hardin	130 00	62
	23407	do	Ill	do		
	23412	Browning to Lewiston	Ill	G. H. Hancock	325 00	1 56
	23418	Rushville to Plymouth	Ill	W. B. Catching	425 00	1 36
	23427	Carthage to Plymouth	Ill	G. H. Hancock	285 00	1 37
	23428	Elvaston to Nauvoo	Ill	E. M. Hardin	240 00	76
	23430	Dallas City to Appanvose	Ill	D. Jacobs	200 00	64
	23440	Canton to Banner	Ill	E. M. Hardin	110 00	52
	23447	Sands to Dillon	Ill	do	100 00	48
	23447	do	Ill	do		
	23450	Bloomington to Fancy	Ill	G. H. Hancock	298 00	95
	23457	Bell Plain to Minonk	Ill	V. Boreing	414 00	66
	23459	Camp Grove to Sparland	Ill	E. M. Hardin	251 17	80
	23475	Alexis to Viola	Ill	do	240 00	76
	23479	Little York to Aledo	Ill	P. R. Schnebly	263 00	84
	23488	Reynolds to Joy	Ill	B. W. Beedy	780 00	2 50
	23488	do	Ill	do		
	23489	Taylor Ridge to Muscatine	Ill	do	538 00	1 72
	23491	Annawan to Tampico	Ill	R. Ritter	509 00	1 63
	23491	do	Ill	do		7 00
	23491	do	Ill	do		
	23491	do	Ill	do		
	23491	do	Ill	do		
	27365	Crocker to Tyner	Iowa	W. F. Hansberger	217 00	69
	27375	Grinnell to Sheridan	Iowa	J. A. Craft	237 00	75
	27377	Montezuma to Forest House	Iowa	do	348 00	55
	27379	Marengo to Kozta	Iowa	B. W. Beedy	154 00	49
	27381	Millersburgh to Keswick	Iowa	J. A. Craft	264 00	64
	27384	Iowa City to Bon Accord	Iowa	B. W. Beedy	168 00	53
	27388	West Liberty to Tipton	Iowa	J. D. Frier	489 00	78
	27388	do	Iowa	do		
	27388	do	Iowa	do		
	27388	do	Iowa	do		
	27389	Wilton Junction to Tipton	Iowa	R. Filson	472 50	75
	27389	do	Iowa	do		
	27389	do	Iowa	do		
	27389	do	Iowa	do		
	27389	do	Iowa	do		
	27389	do	Iowa	do		
	27389	do	Iowa	do		
	27395	Davenport to Amity to Round Grove.	Iowa	B. W. Beedy	233 64 87 24	74 41
	27395	do	Iowa	do		
	27395	do	Iowa	do		
	27396	Princeton to Cordova	Iowa	L. L. Cool	175 00	13
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27396	do	Iowa	do		
	27401	Law Moor to Elvira	Iowa	E. M. Hardin	130 00	
	27402	Bellevue to Higginsport	Iowa	do	140 00	67
	27402	do	Iowa	do		
	27403	Bellevue to Moquoketa	Iowa	P. R. Schnebly	593 00	94
	27403	do	Iowa	do		
	27405	Maquoketa to Canton	Iowa	B. W. Beedy	242 00	1 16
	27405	do	Iowa	do		
	27406	Maquoketa to Fulton	Iowa	Z. T. Carpenter	221 00	35
	27406	do	Iowa	do		
	27406	do	Iowa	do		
	27406	do	Iowa	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Pittsfield	Failure to arrive and depart		$1 77
Jan. 22, 23, 1886	Florence	do		
Jan. 9, 1886		Failure 1 trip		1 34
do		Failure round trip		1 50
do		do		1 98
do		do		
Jan. 16, 1886		Drunken carrier in charge of mail; exposed to depredation.	$2 00	1 06
Jan. 2, 1886	Petersburgh	Failure to arrive and depart		
Jan. 9, 1886	Salisbury	do		1 24
do	Browning	do		1 56
Jan. 9; Feb. 25, 27, 1886	Rushville	do		4 08
Jan. 9, 1886		Failure round trip		2 74
Jan. 9; Mar. 9, 1886	Nauvoo	Failure to arrive and depart		1 52
Jan. 9, 21, 1886		Failure on 6½ miles both ways		2 07
Jan. 9, 1886		Failure round trip		1 04
Jan. 2, 1886	Sands	Failure to arrive and depart		
Jan. 9, 1886	Dillon	do		1 00
do	Fancy	do		1 00
do		Failure both ways on 8½ miles		1 12
Jan. 23, 1886		Failure round trip		1 60
Jan. 9, 1886		do		1 52
Feb. 15, 1886		do		1 68
Jan. 22, 1886		Failure 1 trip		
Jan. 9, 1886	Reynolds	Failure to arrive and depart		7 50
Jan. 8, 11, 1886	Muscatine	do		3 44
Jan. 22; Feb. 19, 1886	Tampico	Failure to arrive		
Jan. 9, 23; Feb. 18, 27, 1886	Annawan	do		
Jan. 9, 23; Feb. 20, 27, 1886	Tampico	Failure to depart		10 59
Jan. 22; Feb. 19, 22, 1886	Annawan	do		
Jan. 4, 6, 8, 22, 27, 1886		Failure on 9½ miles both ways		5 20
Jan. 9, 23, 1886		Failure total		3 00
Jan. 9, 22, 1886		do		2 20
Jan. 9, 1886		do		1 00
Jan. 9, 23, 1886		do		3 36
Jan. 9, 23; Mar. 20, 1886		do		3 18
Jan. 22, 1886	West Liberty	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Jan. 23; Mar. 23, 1886	Tipton	Failure to arrive and depart		3 50
Mar. 24, 25, 1886		Failure on 8 miles both ways		
Jan. 4, 1886	Wilton Junction	Failure to arrive and depart		
Jan. 22, 1886	do	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Mar. 22, 24, 1886	do	Failure on 12 miles both ways		5 75
Jan. 1, 4, 1886	Tipton	Failure to arrive and depart		
Jan. 22, 1886	do	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
do	Davenport	Failure on 10½ miles both ways (3 times a week service).		
Mar. 23, 1886		Failure on 8½ miles both ways (3 times a week service).		3 06
do		Failure total (twice a week service).		
Jan. 4, 5, 8, 1886	Princeton	Failure to arrive once		
Jan. 5, 8, 1886	do	Failure to depart once		
Jan. 9, 1886	do	Failure to arrive twice		
do	do	Failure to depart twice		1 55
Jan. 4, 8, 9, 1886	Cordova	Failure to arrive twice		
do	do	Failure to depart twice		
Jan. 5, 1886	do	Failure to arrive once		
do	do	Failure to depart once		
Jan. 23; Feb. 23, 29, 1886		Failure total		1 68
Mar. 23, 1886		Failure on 9 miles both ways		
Mar. 30, 1886		Failure on 4 miles both ways. (1½ pro rata for Mar. 30).		1 67
Mar. 22, 24, 25, 31, 1886	Bellevue	Failure to arrive		
Mar. 23, 26, 1886	do	Failure to depart		2 82
Jan. 6, 23; Mar. 20, 24, 1886		Failure total		
		Mail due Jan. 4, 10; Mar. 26, delayed in arrival till following days without excuse (1½ pro rata for Jan. 6).	2 00	10 44
Jan. 1, 4; Mar. 17, 22, 26, 1886	Maquoketa	Failure to arrive and depart		
Mar. 31, 1886	do	Failure to depart		
Jan. 1, 4; Mar. 17, 22, 26, 1886	Fulton	Failure to arrive and depart		3 85
Mar. 31, 1886	do	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 12	27409	Canton to Dubuque	Iowa	S. A. Pond	$382 00	$1 83
	27409	do	Iowa	do		
	27409	do	Iowa	do		
	27409	do	Iowa	do		
	27421	Marion to Manchester	Iowa	J. A. Craft	729 00	2 33
		MAIL-MESSENGER SERVICE.				
	79031	Leesburgh to railroad	Ala	J. D. Daniel	80 00	38
	79047	Silver Run to railroad	Ala	J. R. Rowe	105 00	29
		RAILROAD SERVICE.				
	11001	Washington to Richmond	Va	R., F. and P. Rwy. (R. P. O. cars).	37,557 39 13,908 00	
	11008	Richmond to Petersburg	Va	R. & P. Rwy. (R. P. O. cars).	6,459 61 1,871 20	
	21045	Toledo to Elkhart	Ohio	L. S. & M. S. Rwy. (R. P. O. cars).	59,118 70 25,509 40	
	27067	Humeston to Shenandoah	Iowa	H. & S. R. R	5,910 25	9 44
	27067	do	Iowa	do		
	27067	do	Iowa	do		
	28003	Saint Louis to Vinta	Mo	St. L. & S. F. Rwy	46,151 20	63 22 31 61
		STEAMBOAT SERVICE.				
	6980	Penn Yan to Hammondsport	N. Y	Crooked Lake Nav. Co.	199 00	
	6983	Brooklyn to Jersey City	N. Y	Brooklyn Annex Co	2,000 00	53
	12100	Parkersburg to Pomeroy	Va	C. B. McClintock	6,500 00	10 37
	12100	do	Va	do		
	12100	do	Va	do		
	12100	do	Va	do		
	29096	Arkansas City to Vicksburg	Va	J. A. Scudder	20,000 00	64 10
		STAR SERVICE.				
Apr. 13	7101	Hoboken to New York	N. J	C. H. Harrison	170 00	27
	7102	Hazlet to Colt's Neck	N. J	J. B. Emerson	600 00	32
	7102	do	N. J	do		29
	7207	Absecum to Somers' Point	N. J	B. W. Beedy	396 00	63
	7121	Somerville to Chester	N. J	A. V. Stevens	488 00	77
	7126	Egg Harbor City to Tuckerton	N. J	J. W. Kelley	590 00	94
	7126	do	N. J	do		
	7132	Cape May Station to Fishing Creek.	N. J	B. W. Beedy	346 00	55
	7135	Belle Plain to Ewing	N. J	C. Whilden	281 70	44
	7138	Manumuskin to Heislerville	N. J	B. W. Beedy	311 00	49
	7138	do	N. J	do		
	7138	do	N. J	do		
	7138	do	N. J	do		
	7147	New Egypt to Lakewood	N. J	S. Stewart	597 50	95
	7147	do	N. J	do		
	7159	Bound Brook to Lyons	N. J	B. W. Beedy	563 85	89
	7160	Raritan to Centreville	N. J	do	354 00	56

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 23; Mar. 20, 24, 27, 1886.	Canton	Failure to arrive		
Jan. 22; Mar. 19, 23, 26, 1886.	....do	Failure to depart		
.....do	Dubuque	Failure to arrive	.....	$14 64
Jan. 23; Mar. 20, 24, 27, 1886.	....do	Failure to depart		
Week ended Mar. 27, 1886	.....	Failure one round trip	.....	4 66
In first quarter, 1886	On the route	Failure two trips	.....	76
.....do	....do	.....do	.....	58
.....	.....	Failed to run R. P. O. cars as follows: Trains Nos. 42 and 47, Feb. 3, and No. 43 Feb. 4, 1886, one way over the route.	.....	20 10
.....	.....	Failed to run R. P. O. car on train No. 43, one way over the route, Feb. 22, 1886.	.....	1 26
.....	.....	Failed to run (60 feet) R. P. O. car on train No. 1, between Delta and Elkhart (109.10 miles), one way, Oct. 31, 1885.	.....	7 47
Jan. 7, 27; Feb. 1, 2, 1886	Shenandoah	Failure to arrive		
Jan 8, 9, 30; Feb. 6, 1886	....do	Failure to depart		
Jan. 22, 23, 28, 29; Feb, 3, 4, 5, 1886.	....do	Failure to arrive and depart	.....	103 84
No. 2, Jan. 14; Feb. 3. No. 4, Jan. 8, 9, 10, 11, 13, 22, 27; Feb. 3, 4, 5, 10; Mar. 10, 1886.	St. Louis	Failure to connect	$221 25	.....
Mar. 15 to 31, 1886	.....	Failure to perform service	.....	12 26
Feb. 25, 1886	.....	Failure one trip	.....	1 06
Jan. 10, 21, 22; Mar. 5, 1886.	Parkersburg	Failure to arrive		
Jan. 9, 11, 22, 1886	....do	Failure to depart		
Jan. 9, 11, 12; Feb, 16, 1886	Pomeroy	Failure to arrive	.....	82 96
Jan. 8, 9, 11, 12; Feb. 16, 1886	....do	Failure to depart		
.....	.....	Failure to arrive twice in the week ended Jan. 16, and once in week ended Jan. 23. Failed to depart once in the weeks ended Jan. 16, 23 at Arkansas City. Failure to arrive once in the weeks ended Jan. 23, Feb. 27; to depart once in the weeks ended Jan. 9, 16, Feb. 27, at Vicksburg.	.....	320 50
Jan. 1; Feb. 22, 1886	.....	Failure to perform service	.....	1 08
Jan. 9; Feb. 4, 1886	.....	.....do		
Jan. 11, 1886	Hazlet	Failure to arrive once and to depart once 12 times a week.	.....	2 78
Feb. 4, 1886	.....	Failure to perform service	.....	1 26
Jan. 9, 1886	Between Somerville and Plapack.	.....do	.....	1 08
Feb. 4, 5, 6, 1886	.....	.....do		
Feb. 9, 1886	Between Green Bank and Egg Harbor City.	Failure on 7 miles	.....	6 21
Feb. 4, 5, 6, 1886	.....	Failure to perform service	.....	3 30
.....do	.....	.....do	.....	2 64
Feb. 5, 12, 1886	Manumuskin	Failure to arrive		
Feb. 5, 1886	....do	Failure to depart		
Feb. 5, 12, 1886	Heislerville	Failure to arrive	.....	1 47
Feb. 5, 1886	....do	Failure to depart		
Feb. 4, 1886	.....	Failure to perform service		
Feb. 12, 1886	Lakewood	Failure to arrive and depart	.....	2 85
Jan. 9, 1886	.....	Failure to perform service	.....	1 78
Feb. 12, 13, 1886	.....	.....do	.....	2 24

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 13	7168	White House Station to Flemington.	N. J ...	B. W. Beedy.....	$436 00	$0 69
	7168	.....do	N. J ...	.....do	.....	.....
	7169	White House Station to Pottersville.	N. J ...	.....do	330 00	52
	7181	Stockton to Flemington	N. J ...	A. Gilbank	385 00	61
	7185	Woodsville to Titusville.....	N. J ...	B. W. Beedy.....	238 00	38
	7185	.....do	N. J ...	.....do	.....	.....
	7201	Millbrook to Dunnfield	N. J ...	McClellan Garris	115 00	36
	7214	Flatbrookville to Bushkill	N. J ...	B. W. Beedy.....	133 00	21
	7239	Cecil to Williamstown.....	N. J ...	J. R. Colegrove.....	248 00	39
	7255	Tuckerton to Beach Haven....	N. J ...	W. P. Smith.....	321 23	1 91
	7255	.....do	N. J ...	.....do	.....	.....
	7255	.....do	N. J ...	.....do	.....	.....
	7255	.....do	N. J ...	.....do	.....	.....
	12395	Spanishburg to Pocahontas ...	Va.....	J. C. Foley	108 00	1 03
	10312	Washington to railroad stations, &c.	Md	G. W. Knox	9,876 54	.....
	13101	Murphy to Ducktown	N. C ...	J. G. Chastain.....	335 00	1 07
	13101	.....do	N. C ...	.....do	.....	.....
	13101	.....do	N. C ...	.....do	.....	.....
	13102	.....do	N. C ...	T. W. Vest	208 00	1 00
	13102	.....do	N. C ...	.....do	.....	.....
	13104	Murphy to Morganton.....	N. C ...	A. Easley	184 00	88
	13105	Murphy to Tellico Plains.....	N. C ...	J. G. Chastain.....	351 00	1 68
	13105	.....do	N. C ...	.....do	.....	.....
	13105	.....do	N. C ...	.....do	.....	.....
	13106	Murphy to Haysville.....	N. C ...	A. Easley	184 00	58
	13106	.....do	N. C ...	.....do	.....	.....
	13106	.....do	N. C ...	.....do	.....	.....
	13116	Franklin to Murphy	N. C ...	E. T. Clemmons	1,239 00	81
						1 16
	13116	.....do	N. C ...	.....do	.....	.....
	13116	.....do	N. C ...	.....do	.....	.....
	13116	.....do	N. C ...	.....do	.....	.....
	13144	Ashville to Vanceville	N. C ...	T. G. Gibson	244 50	78
	13169	Micaville to Three Forks.....	N. C ...	C. Ayres	88 00	42
	13227	Roaring Gap to Hall's Mills ...	N. C ...	W. Casey.....	80 36	76
	13227	.....do	N. C ...	.....do	.....	.....
	13236	Helton to Mouth of Wilson....	N. C ...	S. H. Jones.....	60 00	28
	13239	Jefferson to Helton.....	N. C ...	S. H. Jones.....	65 00	31
	13239	.....do	N. C ...	.....do	.....	.....
	13259	Yadkinsville to Rusk.....	N. C ...	H. N. Woodruff	166 00	53
	13386	Stony Creek to Ashland	N. C ...	G. D. Jackson.....	71 00	68
	13424	Fayetteville to Clay Fork.....	N. C ...	S. D. Castleman.....	356 00	1 14
	13424	.....do	N. C ...	.....do	.....	.....
	13424	.....do	N. C ...	.....do	.....	.....
	12424	.....do	N. C ...	.....do	.....	.....
	13426	Pike to Shoe Heel	N. C ...	N. A. McNeill.....	290 00	1 39
	13537	Camden to Camden	N. C ...	H. Williamson	409 00	65
	13538	South Mills to Portsmouth.....	N. C ...	J. B. Colegrove	1,386 34	2 20
	13543	Statesville to Yadkinville.....	N. C ...	J. D. Smith	470 00	1 50
	13547	Third Creek to Calahalla	N. C ...	.....do	304 44	97
	13547	.....do	N. C ...	.....do	.....	.....
	13550	Currituck to Knott's Island....	N. C ...	J. B. Colegrove	264 00	84
	13556	Dalton to Sandy Ridge.....	N. C ...	J. D. Smith	440 00	1 41
	13556	.....do	N. C ...	.....do	.....	.....
	13556	.....do	N. C ...	.....do	.....	.....
	13559	Lisbon to Blackers	N. C ...	H. V. Childress	347 00	1 66
	13563	Lenori to Morganton.....	N. C ...	J. F. Battle	198 00	63
	13563	.....do	N. C ...	.....do	.....	.....
	13565	Nashville to Mapleville.....	N. C ...	J. D. Smith	318 00	1 52
	13566	Buchanan to Black Walnut....	N. C ...	.....do	313 10	1 00
	13566	.....do	N. C ...	.....do	.....	.....
	13571	Beaufort to Morehead	N. C ...	B. W. Beedy	238 00	19
	13571	.....do	N. C ...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1; Feb. 22, 1886	.....	Failure to perform service	.....	$5 52
Jan. 9; Feb. 4, 5, 11, 1886	Flemington	Failure to arrive and depart		
Feb. 5, 1886	.....	Failure to perform service	.....	1 02
Feb. 9, 1886	.....	do	.....	1 22
Jan. 9, 1886	.....	do	.....	1 14
Feb. 4, 1886	Titusville	Failure to arrive and depart	.....	
Jan. 9; Feb. 13, 16, 1886	.....	Failure to perform service	.....	2 16
Jan. 8, 9; Feb. 13, 1886	.....	do	.....	1 26
Feb. 4, 5, 1886	.....	do	.....	1 56
Feb. 3, 5, 10, 26; Mar. 1, 5, 1886.	Tuckerton	Failure to arrive	.....	22 92
Feb. 3, 5, 11, 26; Mar. 1, 3, 1886.	....do	Failure to depart		
Feb. 3, 6, 10, 22, 26; Mar. 1, 1886.	Beach Haven	Failure to arrive		
.....do	....do	Failure to depart		
Feb. 9, 1886	.....	Failure on 21 miles both ways	.....	1 60
Jan. 11, 1886	.....	Failure to make 8 p. m. collections at Whiteside and Walton's and Duckett's Stations.	$5 00	.....
Mar. 30, 1886	Murphy	Failure to arrive	.....	1 60
Mar. 31, 1886	....do	Failure to depart		
.....do	Ducktown	Failure to arrive		
Jan. 12; Mar. 30, 1886	Murphy	Failure to arrive and depart	.....	2 50
Mar. 31, 1886	Ducktown	Failure to arrive		
Jan. 11, 1886	.....	Failure round trip	.....	1 76
Jan. 4, 1886	.....	Failure on 38½ miles each way	.....	8 91
Jan. 11, 1886	.....	Failure round trip		
Mar. 29, 1886	.....	Failure on 28½ miles each way		
Jan. 12, 1886	.....	Failure on 13 miles each way	.....	2 76
Jan. 16, 1886	.....	Failure on 10½ miles each way		
Mar. 30, 1886	.....	Failure round trip		
Jan., 1886	Between Frankiin and Aquone.	Failure round trip (21 miles)	.....	5 68
Mar. 30, 1886	Murphy	Failure to arrive		
Mar. 31, 1886	....do	Failure to arrive and depart (30½ miles).		
Jan. 11; Mar. 31, 1886	Aquone	.....do		
Jan. 9, 16, 1886	.....	Failure round trip	.....	3 12
.....do	.....	Failure round trips	.....	1 68
Feb. 5, 1886	.....	Failure on 5 miles each way	.....	1 85
Jan. 14, 1886	.....	Failure round trip		
Jan. 11, 14, 1886	.....	.....do	.....	1 12
Jan. 5, 9, 12, 1886	.....	Failure round trips	.....	2 17
Mar. 30, 1886	.....	Failure to arrive and depart		
Jan. 5, 12, 14, 16, 21; Feb. 6, 13; Mar. 30, 1886.	Rusk	.....do	.....	4 24
Jan. 4, 18; Feb. 22, 1886	.....	Failure round trips	.....	4 08
Jan. 18, 20, 1886	Fayetteville	Failure to depart	.....	5 70
Jan. 19, 21, 1886	....do	Failure to arrive		
Jan. 20, 27; Feb. 15, 1886	Clay Fork	.....do		
Jan. 21, 28; Feb. 16, 1886	....do	Failure to depart		
Mar. 31, 1886	Pike	Failure to arrive and depart	.....	1 39
Feb. 5, 1886	.....	Failure on 14 miles each way	.....	1 20
Feb. 4, 1886	Portsmouth	Failure to arrive and depart	.....	2 20
Jan. 4, 5, 1886	.....	Failure round trip	.....	3 00
Jan. 5; Mar. 30, 1886	.....	.....do	.....	7 95
Jan. 7, 9, 12, 1886	.....	Failure on 14 miles each way	.....	
Jan. 9, 12, 14, 16, 19, 23; Feb. 4, 6, 1886.	.....	Failure round trips	.....	13 44
Jan. 4, 5, 15, 16, 1886	.....	.....do	.....	12 97
Jan. 10, 11, 1886	.....	Failure on 12 miles each way	.....	
Jan. 13, 14; Feb. 5, 6; Mar. 30, 31, 1886.	.....	Failure on 22 miles each way		
Jan. 4, 1886	.....	Failure on 18½ miles each way	.....	1 91
Jan. 5, 16, 1886	.....	Failure round trips	.....	2 83
Mar. 30, 1886	Morganton	Failure to arrive		
Jan. 25, 1886	.....	Failure round trip	.....	3 04
Jan. 9, 1886	.....	Failure on 12½ miles each way	.....	2 97
Mar. 30, 1886	.....	Failure on 16½ miles each way		
Jan. 9, 11, 12, 13, 14, 15, 16, 19, 21, 22, 29, Feb. 3, 9, 11, 17, 23, 24, 25, 26; Mar. 10, 1886.	.....	Failure morning trip	.....	9 97
Jan. 9, 1886	.....	Failure round trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 13	13578	Hickory to Ellendale	N. C	B. W. Mundy	$149 00	$0 71
	13578	do	N. C	do		
	13580	Cooper's to Pinnacle	N. C	J. D. Smith	120 00	38
	13580	do	N. C	do		
	13581	Leicester to Leicester	N. C	do	172 00	55
	13582	Lovelace to Sweet Home	N. C	J. Coleman	136 00	65
	13586	Bakersville to Burbank	N. C	J. D. Smith	197 00	63
	13586	do	N. C	do		
	13586	do	N. C	do		
	13586	do	N. C	do		
	13586	do	N. C	do		
	13586	do	N. C	do		
	13592	Chapel Hill to Pittsborough	N. C	do	265 00	84
	13592	do	N. C	do		
	23309	Edwardsville to Bunker Hill	Ill	H. Hansen	300 00	96
	23493	Galva to Atkinson	Ill	W. B. Catching	227 00	1 09
	23494	Genesee to Cambridge	Ill	T. Appleton	300 00	47
	23494	do	Ill	do		
	23494	do	Ill	do		
	23495	Genesee to Prophetstown	Ill	W. N. Gibbs	760 00	1 21
	23495	do	Ill	do		
	23505	Clear Creek to Tonica	Ill	do	373 00	59
	23508	Putnam to Bradford	Ill	E. M. Hardin	170 00	81
	23508	do	Ill	do		
	23509	Bruceville to Streator	Ill	P. R. Schnebly	127 00	60
	23510	Earlville to Paw-Paw	Ill	E. M. Hardin	180 00	57
	23510	do	Ill	do		
	32514	Marseilles to Somononk	Ill	W. B. Catching	4 23	1 35
	32514	do	Ill	do		
	23517	Minooka to Na An Say	Ill	Wm. Dempsey	1 25	60
	23518	Minooka to Yorkville	Ill	P. R. Schnebly	4 89	1 56
	23527	Du Page to Plainfield	Ill	E. M. Hardin	1 60	51
	23551	Saint Charles to Hampshire	Ill	J. B. Colegrove	4 35	1 39
	23566	Kingsbury to Fenton	Ill	E. M. Hardin	1 50	48
	23568	Sterling to Milledgeville	Ill	L. Wallace	7 00	1 11
	23573	Elizabeth to Galena	Ill	G. W. Williams	2 97	47
	23573	do	Ill	do		
	23573	do	Ill	do		
	23576	Hanover to Savannah	Ill	J. Morrow	4 37	69
	23576	do	Ill	do		
	23576	do	Ill	do		
	23578	Nora to Nora	Ill	E. M. Hardin	4 38	69
	23580	Freeport to Elizabeth	Ill	F. S. Smith	8 85	2 83
	23480	do	Ill	do		
	23580	do	Ill	do		
	23580	do	Ill	do		
	23582	Freeport to Monroe	Ill	W. B. Catching	468 37	1 50
	27426	Dysart to Moorefield	Iowa	J. A. Craft	493 00	78
	27426	do	Iowa	do		
	27427	Tama City to Haven	Iowa	B. W. Beedy	192 00	61
	27432	Nevada to Maxwell	Iowa	E. M. Hardin	230 00	73
	27433	Boone to Mackey	Iowa	J. A. Craft	164 00	78
	27434	Boone to Mineral Ridge	Iowa	do	147 18	47
	27436	Swan Lake to Estherville	Iowa	B. W. Beedy	356 00	56
	27437	Carroll to Grant City	Iowa	do	296 00	94
	27438	Carroll to Roselle	Iowa	E. M. Hardin	146 25	46
	27439	Glidden to Coon Rapids	Iowa	R. Ritter	549 00	87
	27440	Glidden to Rockwell City	Iowa	Z. T. Carpenter	990 00	1 58
	27440	do	Iowa	do		
	27440	do	Iowa	do		
	27440	do	Iowa	do		
	27441	Denison to Charter Oak	Iowa	E. M. Hardin	240 00	76
	27442	Denison to Odebalt	Iowa	Z. T. Carpenter	470 00	1 50
	27442	do	Iowa	do		
	27442	do	Iowa	do		
	27442	do	Iowa	do		
	27443	Onawa to Albaton	Iowa	A. A. Hangrall	367 50	1 17
	27444	Onawa to Decatur	Iowa	Z. T. Carpenter	370 00	59
	27445	Onawa to Mapleton	Iowa	do	723 00	1 15
	27446	Onawa to Smithland	Iowa	do	380 00	1 82
	27446	do	Iowa	do		
	27449	Correctionville to Smithland	Iowa	do	284 00	1 36

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 6 12, 16, 1886	.....	Failure on 5 miles each way..	.....	$2 25
Mar. 31, 1886	.....	Failure on 12 miles each way.		
Jan. 4, 8; Feb. 5, 1886	.....	Failure on 4 miles each way ..	.....	4 34
Jan. 11, 13, 15; Mar. 31, 1886..	.....	Failure round trip		
Jan. 11, 1886	.....	.....do	.....	1 10
Jan. 4, 1886	.....	.....do	.....	1 30
Jan. 4, 11, 13, 1886	.....	Failure round trips	.....	6 74
Jan. 15, 18, 22, 1886	.....	Failure on 7 miles each way..		
Feb. 5, 1886	Bakersville	Failure to arrive and depart..		
Mar. 31, 1886	....do	Failure to arrive		
Mar. 31, 1886	Burbank	Failure to arrive and depart..		
Feb. 6, 1886	Chapel Hill	.....do	.....	1 68
Feb. 4, 1886	Pittsborough	.....do		
Jan. 9, 1886	.....	Failure round trip	.....	1 92
Jan. 5, 22, 1886	.....	Failure 2 round trips	.....	4 36
Jan. 22, 23, 1886	.....	Failure round trips	.....	2 82
Jan. 17, 1886	Genesee	Failure to arrive and depart..		
Jan. 9, 1886	Cambridge	.....do		
Jan. 9, 11, 1886	Genesee	.....do	.....	6 31
Jan. 22, 23, 1886	....do	Failure both ways on 20½ miles.		
.....do	.....	Failure round trip	.....	1 18
Jan. 9, 1886	.....	Failure 1 trip	.....	2 76
Jan. 23, 1886	.....	Failure on 12 miles both ways.		
Jan. 9, 1886	.....	Failure round trip	.....	1 22
Mar. 15, 17, 19, 22, 24, 1886 (1½ pro rata).	.....	Failure 5 round trips	.....	9 23
Jan. 9, 1886	.....	Failure 12 miles one way		
Jan. 8, 9, 1886	Marseilles	Failure to arrive and depart..	.....	5 40
Jan. 8, 9, 11, 12, 22, 23, 1886 ..	Somononk	.....do		
Jan. 22, 1886	.....	Failure round trip	.....	1 20
Jan. 9, 1886	Minooka	Failure to arrive and depart..	.....	1 56
Jan. 11, 22, 1886	.....	Failure 2 round trips	.....	2 04
Jan. 21, 22, 1886	.....	Failure round trip	.....	2 78
Feb. 20, 23, 25, 27, 1886	.....	Failure 4 round trips	.....	3 84
Jan. 22, 23, 1886	.....	Failure 1 round trip	.....	2 22
Mar. 22, 31, 1886	Elizabeth	Failure to arrive	.....	1 18
Mar. 23, 1886	....do	Failure to depart		
Mar. 22, 31, 1886	Galena	Failure to arrive		
Mar. 23, 1886	Hanover	Failure to arrive and depart..	.....	3 10
Mar. 20, 22, 26, 31, 1886	Savannah	Failure to arrive		
Mar. 21, 24, 28, 1886	....do	Failure to depart		
Mar. 23, 31, 1886	.....	Failure 2 round trips	.....	2 76
Mar. 22, 1886	Freeport	Failure to arrive	.....	14 15
Mar. 23, 1886	.....do	Failure to depart		
Mar. 20, 23, 27, 30, 1886	Elizabeth	Failure to arrive		
Mar. 22, 24, 29, 31, 1886	....do	Failure to depart		
Jan. 22, 23, 1886	.....	Failure 1 round trip	.....	3 00
Jan. 8, 1886	.....	Failure on 7 miles one way....	.....	1 42
Jan. 9, 1886	.....	Failure on 7 miles both ways.		
Jan. 9, 26, 1886	.....	Failure total	.....	2 44
Jan. 8, 22, 1886	.....	.....do	.....	2 92
Jan. 9, 1886	.....	.....do	.....	1 56
Jan. 5, 9, 16, 23, 1886	Mineral Ridge	Failure to arrive and depart ..	.....	3 29
Jan. 4, 7, 8, 9, 22, 1886	.....	Failure total	.....	5 60
Jan. 5, 7, 9, 1886	.....	Failure to arrive and depart ..	.....	2 82
Jan. 7, 9, 1886	Grant City	Failure total	.....	1 84
Jan. 4, 7, 8, 9, 1886	.....	.....do	.....	6 96
Jan. 4, 5, 1886	.....	.....do	.....	12 86
Jan. 7, 8, 1886	Between Glidden and Lake City.	Failure on 16½ miles both ways		
Jan. 9, 1886	....do	Failure on 8¼ miles both ways		
Jan. 7, 8, 9, 1886	Between Lake City and Rockwell City.	Failure on 6¼ miles both ways		
Jan. 2, 5, 7, 9, 1886	.....	Failure total	.....	6 08
Jan. 4, 8, 18; Mar. 19, 1886 ...	Denison	Failure to arrive	.....	13 50
Jan. 4, 6, 8; Mar. 19, 1886	....do	Failure to depart		
Jan. 4, 6, 8; Mar. 19, 24, 1886 .	Odebalt	Failure to arrive		
Jan. 4, 8, 18; Mar. 19, 24, 1886.	....do	Failure to depart		
Jan. 7, 9, 1886	.....	Failure total	.....	4 68
Jan. 4, 5, 8; Mar. 18, 19, 20, 25, 1886.	.....	.....do	.....	8 26
Jan. 7, 8, 9, 1886	.....	.....do	.....	6 90
Jan. 4, 1886	.....	Failure on 11 miles both ways.	.....	5 38
Jan. 7, 1886	.....	Failure total		
.....do	Smithland	Failure to arrive and depart.	.....	1 36

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 13	27450	Sioux City to Correctionville ..	Iowa...	J. N. Sargent	$250 00	$1 20
	27451	Sioux City to Danbury.....	Iowa...	B. Smith.....	732 00	2 34
	27451	.....do	Iowa ..	.....do	.....	.....
	27451	.....do	Iowa...	.....do	.....	.....
	27451	.....do	Iowa...	.....do	.....	.....
	27458	Sac City to Newell.....	Iowa...	Wm. Canly	312 00	49
	27458	.....do	Iowa...	.....do	.....	.....
	27458	.....do	Iowa...	.....do	.....	.....
	27458	.....do	Iowa...	.....do	.....	.....
	27459	Rockwell City to Manson.....	Iowa...	P. R. Schnebly	449 00	71
	27462	Fort Dodge to Eagle Grove....	Iowa...	Z. T. Carpenter	449 00	1 43
	27462	.....do	Iowa...	.....do	.....	.....
	27462	.....do	Iowa...	.....do	.....	.....
	27462	.....do	Iowa...	.....do	.....	.....
	27464	Webster City to Tunnel.....	Iowa...	S. A. Pond	268 50	85
	27468	Cottage to Iowa Falls	Iowa ..	B. W. Beedy	210 00	67
	27470	Eldora to Point Pleasant	Iowa ..	J. A. Craft.....	117 00	56
	27472	Grundy Centre to Beaman.....	Iowa ..	E. M. Hardin.....	240 00	76
	27473	Grundy Centre to Kingsbury..	Iowa...	.....do	220 00	70
	27475	Eagle Centre to Waterloo.....	Iowa...	J. A. Craft	220 50	70
	27475	.....do	Iowa...	.....do	.....	.....
	17476	Jubilee to Jesnp.....	Iowa...	W. H. Smith	157 00	50
	27481	Winthrop to Rowley.....	Iowa...	J. D. Frier	319 00	50
	27481	.....do	Iowa...	.....do	.....	.....
	27481	.....do	Iowa...	.....do	.....	.....
	27483	Manchester to Monticello.....	Iowa...	R. Ritter	499 00	1 59
	27483	.....do	Iowa...	.....do	.....	.....
	27490	Dyersville to Elkhart.....	Iowa...	J. D. Frier	889 00	1 42
	27490	.....do	Iowa...	.....do	.....	.....
	27491	Farley to Cascade.....	Iowa...	E. M. Hardin	380 00	60
	27491	.....do	Iowa...	.....do	.....	.....
	27491	.....do	Iowa...	.....do	.....	.....
	27491	.....do	Iowa...	.....do	.....	.....
	27491	.....do	Iowa...	.....do	.....	.....
	27494	Peasta to Bankston.....	Iowa...	B. W. Beedy	179 00	57
	27494	.....do	Iowa...	.....do	.....	.....
	27497	Elkader to Clayton.....	Iowa...	J. B. Frier	479 00	76
	27497	.....do	Iowa...	.....do	.....	.....
	27497	.....do	Iowa...	.....do	.....	.....
	27497	.....do	Iowa...	.....do	.....	.....
	27499	Elkader to Osborne.....	Iowa...	B. W. Beedy	277 00	44
		MAIL-MESSENGER SERVICE.				
	76038	Acton to railroad	S. C....	M. Green.....	60 00	06
	76041	McPherson to railroad.....	S. C....	L. F. Nelson.....	51 50	49
	75002	Avoca to railroad.....	N. C ...	T. M. Wood.....	84 00	54
	75003	Barnitz to steamboat landing..	N. C...	J. Spight	65 00	41
	75019	Gum Neck to railroad.....	N. C...	W. A. Cahoon.....	48 00	23
	75068	Fair Bluff to railroad	N. C...	E. Bass.....	120 00	12
	78052	Victoria to railroad.....	Fla	L. Conner.....	60 00	19
	80025	Lake Washington to steamboat landing.	Miss...	F. Whalen	160 00	57
	80028	Marion Station to railroad.....	Miss...	J. R. Bryan.....	120 00	16
	80030	Mississippi City.....	Miss...	F. T. Merrill.....	180 00	12
	80063	Arcola to railroad.....	Miss...	B. Brack.....	240 00	33
	81006	Camden to railroad	Tenn ..	F. A. McElyed.....	120 00	19
	81023	Goodlettsville to railroad.....	Tenn ..	J. W. Roscoe.....	120 00	19
	81026	Ashwood to railroad.....	Tenn ..	C. Williams.....	70 00	11
	81075	Prossie to railroad.....	Tenn ..	J. Lewellen.....	91 00	24
	81088	Hendersonville to railroad.....	Tenn ..	W. F. Pierce	48 00	.....
	82049	Rabbit Hash to railroad	Ky	B. Wilson	72 00	23
	82058	Taylorsville to railroad.....	Ky	G. Elder.....	60 00	05
	82066	Clintonville to railroad	Ky	H. C. Whaley.....	100 00	32
	82071	Motier to railroad	Ky	J. C. Carnes.....	52 00	.....
	89003	Alamo to railroad	Mich ..	D. Spencer.....	100 00	16
	89105	Kawkawlin to railroad	Mich ..	J. Waters	85 00	14
	89200	Union Pier to railroad.....	Mich ..	J. Wildrick	64 00	10
	89257	Moran to railroad.....	Mich ..	L. Wintel	108 00	17
	89285	Durand to railroad	Mich ..	H. O. Totten.....	90 00	06

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency	DECISION.	
			Fines.	Deductions.
Week ended Jan. 9, 1886	.....	Failure on half of 1 trip	.....	$1 20
Jan. 4, 8, 11; Feb. 10; Mar. 19, 1886.	Sioux City	Failure to arrive	.....	
Jan. 5, 9, 12; Feb. 11; Mar. 20, 1886.	....do	Failure to depart	.....	22 23
Jan. 5, 9, 16; Feb. 11; Mar. 20, 1886.	Danbury	Failure to arrive	.....	
Jan. 4, 8; Feb. 10; Mar. 19, 1886.	....do	Failure to depart	.....	
Jan. 4, 8, 9, 23, 1886	Sac City	Failure to arrive	.....	
Jan. 4, 7, 8, 22, 1886	....do	Failure to depart	.....	3 92
.....do	Newell	Failure to arrive	.....	
Jan. 4, 8, 9, 23, 1886	....do	Failure to depart	.....	
Jan. 4, 7, 8, 9, 22, 1886	.....	Failure total	.....	7 10
Jan. 6, 8, 1886	Fort Dodge	Failure to arrive	.....	
Jan. 7, 9, 1886	....do	Failure to depart	.....	5 72
Jan. 6, 8, 1886	Eagle Grove	.....do	.....	
Jan. 7, 9, 1886	....do	Failure to arrive	.....	
Jan. 5, 9, 1886	.....	Failure total	.....	3 40
Jan. 6, 8, 22, 1886	.....	.....do	.....	4 02
Jan. 9, 23, 1886	.....	.....do	.....	2 24
Jan. 9, 1886	.....	.....do	.....	1 52
Jan. 8, 22, 1886	.....	.....do	.....	2 80
Jan. 9, 1886	.....	Failure on 9 miles both ways	.....	2 41
Jan. 23, 1886	.....	Failure on 10 miles both ways	.....	
Jan. 9, 1886	.....	Failure total	.....	1 00
.....do	.....	Failure on 6½ miles both ways	.....	1 26
Jan. 22, 1886	.....	Failure on 3 miles both ways	.....	
Jan. 23, 1886	.....	Failure on 7 miles both ways	.....	
Jan. 22, 1886	Monticello	Failure to arrive	.....	1 59
Jan. 23, 1886	....do	Failure to depart	.....	
Jan. 22, 1886	Dyersville	Failure on 17 miles both ways	.....	5 07
Jan. 22, 23, 26, 1886	Elkhart	Failure on 11 miles both ways	.....	
Jan. 22, 1886	Farley	Failure to depart	.....	
Jan. 23, 1886	....do	Failure to arrive	.....	1 20
Jan. 22, 1886	Cascade	.....do	.....	
Jan. 23, 1886	....do	Failure to depart	.....	
Jan. 9, 1886	.....	Failure on 10 miles both ways	.....	2 09
Mar. 23, 1886	.....	Failure total	.....	
Jan. 22, 1886	Elkader	Failure to arrive	.....	
Jan. 23, 1886	....do	Failure to depart	.....	1 52
Jan. 29, 1886	Clayton	.....do	.....	
Jan. 30, 1886	....do	Failure to arrive	.....	
Jan. 22, 23, 1886	.....	Failure total	.....	1 76
Jan. 2, 4, 9, 11, 16, 30; Mar. 31, 1868.	On the route	Failure 1 trip each	.....	42
Jan. 12, 1886	....do	Failure 1 trip	.....	49
In first quarter, 1886	....do	Failure 4 trips	.....	2 16
Jan. 15, 1886	....do	Failure to perform service	.....	41
Jan. 21, 1886	....do	.....do	.....	23
Jan. 4, 18; Feb. 8, 20, 1886	....do	Failure 1 trip each	.....	48
Jan. 17, 1886	....do	Failure to connect	.....	19
In first quarter, 1886	....do	Failure 21 trips	.....	11 97
Jan. 25; Feb. 2, 4, 5, 8, 14, 16 (2 trips), 22, 28; Mar. 9, 11, 17, 24, 25, 28, 29, 1886.	....do	Failure 1 connection	.....	2 72
Jan. 11, 1886	....do	Failure 1 trip	.....	12
Feb. 2; Mar. 2, 4, 14, 1886	....do	.....do	.....	1 32
Mar. 24, 1886	....do	Failure 1 connection	.....	19
Jan. 12, 1886	....do	.....do	.....	19
In first quarter, 1886	....do	Failure 4 trips	.....	44
Mar. 30, 1886	....do	Failure to perform service	.....	24
Feb. 8 to 14, 1886	....do	No service performed	.....	93
Jan. 9, 1886	....do	Failure 1 trip	.....	23
Jan. 6, 21, 1886	....do	Failure 1 trip each	.....	10
Jan. 9, 11, 1886	....do	Failure to perform service	.....	64
In first quarter, 1886	....do	Failure to perform service 20 days.	.....	2 89
Feb. 12, 1886	....do	Failure 1 connection	.....	16
Mar. 4, 1886	....do	Failure 1 trip	.....	14
Jan. 22, 1886	....do	.....do	.....	10
Mar. 22, 23, 1886	....do	Failure to perform service	.....	68
Feb. 16, 1886	....do	Failure 1 trip	.....	06

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886. Apr. 13	6016	Buffalo to Lewiston	N. Y.	N. Y. C. & H. R. Ry	$6,276 29	$10 02
	11009	Petersburgh to Weldon	Va.	P. R. R. Co	16,799 36	.....
				(R. P. O. cars).	5,120 00	
	13021	Smithfield to Goldsborough	S. C.	W. & W. R. R.	968 28	1 54
	14002	Columbia to Wilmington	S. C.	W. C. & A. R. R.	36,633 33	.....
				(R. P. O. cars).	8,800 00	
	14002	.....do	.....	Special facilities	20,075 00	.....
	14006	Florence to Cheraw	S. C.	C. & D. R. R.	2,094 06	3 34
	15009	Savannah to Jacksonville	Ga.	S. F. & W. Ry	33,725 47	46 19
	15031	Thomasville to Bainbridge	Ga.	.....do	2,972 68	4 07
	15036	Dupont to Gainesville	Ga.	.....do	6,730 40	9 21
	21096	Marietta to Big Run	Ohio	M. M. Ry. Co	1,051 65	1 67
	21096	.....do	Ohio	.....do	.....	.....
	21096	.....do	Ohio	.....do	.....	.....
	21096	.....do	Ohio	.....do	.....	.....
	21096	.....do	Ohio	.....do	.....	.....
	21096	.....do	Ohio	.....do	.....	.....
	22036	Switz City to Bedford	Ind	B. & R. Ry	1,772 84	2 83
	22036	.....do	Ind	.....do	.....	.....
	28004	Saint Louis to Kansas City	Mo	W. St. L. & P. Ry	53,327 73	.....
				(R. P. O. cars).	13,860 00	
	28020	Pierce City to Halstead	Mo	St. L. & S. F. Ry	25,937 87	.....
				(R. P. O. cars).	6,091 75	
	28020	.....do	Mo	.....do	.....	.....
	28054	Oronogo to Galena	Mo	St. L. & S. F. Ry	397 75	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 31, 1885	Lewiston	Failure to arrive		$5 01
		Failed to run R. P. O. car on train No. 43, one way over the route, Feb. 22, 1886.		3 50
Feb. 2, 3, 1886		Failure half trip		3 08
		Failed to run R. P. O. car on train No. 40, between Wilmington and Florence, 110 miles, Feb. 21, 1886.		6 02
		Failed to run train No. 40 and furnish special facilities, Feb. 21, 1886.		55 00
March 31, 1886		Failure round-trip		6 68
		Whereas the deduction ordered April 10, 1886, was calculated upon the assumption that the price of a half trip is $23.095, instead of $46.19, the correct amount; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore deduct		46 19
Nov. 13, 1885	Thomasville	Failure to arrive		2 03
	Gainesville	Failed to connect with depending mails, Jan. 1, 2, 4, 5, 6, 7, 8, 10, 11, 12, 13, 18, 20, 21, 25, 27, 28; Feb. 2, 3, 5, 6, 21; Mar. 1, 6, 17, 19, 20, 21, 23, 24, 27, 29, 1886.	$147 00	
Jan. 9, 1886	Marietta	Failure to arrive		
Jan. 9, 11, 1886	do	Failure to depart		
Jan. 9, 11, 1886	Big Run	Failure to arrive		6 68
Jan. 11, 12, 19, 1886	do	Failure to depart		
		For negligence in allowing the pouch to be damaged by fire, Feb. 6, and by rain and dirt, from being carried in an open coal-car, Feb. 12, 1886.	35 00	
Mar. 31, 1886	Bedford	Failure to connect	1 50	
Jan. 9, 1886		Failure round-trip		5 66
		Whereas the deduction ordered April 9, 1886, was calculated upon the assumption that the failure to run R. P. O. cars on trains Nos. 4 and 5, between Brunswick and Kansas City Feb. 25, 24, 1886, was, one way, over 89.9 miles, instead of 179.8 miles, the correct distance; and whereas a further deduction is necessary in order that the total deduction may be eqnal to the value of the service lost; therefore deduct		3 08
		Failed one way, between Beaumont and Halstead (71.795 miles), Jan. 7, 9; one way, between Oswego and Halstead (170.295 miles), and one way, between Augusta and Oswego (123.75 miles), Feb. 2; one way, between Halstead and Leon (57.545 miles), Feb. 4; both ways, between Neodesha and Halstead (128.42 miles), Jan. 8; and both ways, between Columbus and Halstead (188.92 miles), Feb. 3, 1886.		158 50
		Failed to run R. P. O. cars, as above (1,129.86 miles) one way.		38 69
Jan. 8, 1886		Failure half trip		1 22

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE.				
1886.						
Apr. 13	18099	Vicksburgh to Faisonia	Miss	E. E. Carroll	$2,000 00	$19 23
	18099	do	Miss	do		
	30090	Troyville to Tooley's	La	T. H. Hall	3,000 00	9 61
	30090	do	La	do		
	30090	do	La	do		
	30090	do	La	do		
	30090	do	La	do		
	30090	do	La	do		
	30090	do	La	do		
		STAR SERVICE.				
Apr. 14	11172	Lively Oak to Millenbeck	Va	W. B. Catching	238 00	57
	11186	Lester Manor to Walkerton	Va	F. Robins	288 99	46
	11186	do	Va	do		
	11247	Milnes to Furnace	Va	D. F. Turner	190 31	30
	11265	Hadensville to Goochland Court-house.	Va	J. A. Whitlock	129 00	62
	11336	Amelia Court-house to Mannborough.	Va	W. D. Handy	299 00	47
	11336	do	Va	do		
	11367	Lineville to Singer's Glenn	Va	S. W. Rolston	250 00	39
	11367	do	Va	do		
	11367	do	Va	do		
	11370	Monterey to Mountain Grove	Va	John Landes, sr., and T. B. Hickman.	298 00	1 43
	11370	do	Va	do		
	11387	Nash to Sherando	Va	W. B Catching	62 00	59
	11387	do	Va	do		
	11388	Tyro to Vesuvius	Va	A. Easley	166 36	79
	11393	Buckingham Court-house to Hardwicksville.	Va	S. Anderson	325 00	51
	11393	do	Va	do		
	11412	Mossing Ford to Cole's Ferry	Va	V. Boreing	290 00	92
	11412	do	Va	do		
	11449	Pamplin City to Chop	Va	W. B. Catching	260 00	83
	11449	do	Va	do		
	11461	Lexington to Ropp's Mills	Va	do	249 00	79
	11469	Mountain Grove to Covington	Va	John Landes	207 00	99
	11469	do	Va	do		
	11470	Covington to Pott's Creek	Va	John Landes, sr	299 00	1 43
	11470	do	Va	do		
	11470	do	Va	do		
	11470	do	Va	do		
	11470	do	Va	do		
	11473	Breckenridge to Rich Patch	Va	R. H. Cash	104 00	50
	11473	do	Va	do		
	11507	Spencer to Sandy Ridge	Va	W. B. Catching	171 00	54
	11507	do	Va	do		
	11507	do	Va	do		
	11507	do	Va	do		
	11508	Lone Oak to Tan Yard	Va	W. D. Mitchell	170 00	54
	23592	Richmond to English Prairie	Ill	P. R. Schnebly	373 00	59
	23601	Waukegan to Fox Lake	Ill	do	649 00	1 03
	23601	do	Ill	do		
	23602	Waukegan to Wancando	Ill	W. B. Catching	410 00	1 31
	23607	Evansville to Red Bud	Ill	S. A. Pond	368 00	58
	23618	Lanark to Plum River	Ill	C. D. Jackson	395 00	1 26
	23618	do	Ill	do		
	23618	do	Ill	do		
	23623	Harrisonville to Perely	Ill	H. N. Warren	274 00	43

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Weeks ended Jan. 2, 16, 1886.	Vicksburgh	Failure to arrive and depart once.	.....	$115 38
Weeks ended Jan. 9, 16, 23; Feb. 6, 1886.	Faisonia	.....do		
Jan. 7, 28; Feb. 2, 1886.....	Troyville	Failure to arrive.....		
Jan. 8, 27; Feb. 3, Mar. 31, 1886.	....do	Failure to depart.....		
Jan. 2, 5, 12, 14, 16, 19, 21, 23, 1886.	....do	Arrived by land.....		
Jan. 1, 4, 11, 13, 15, 18, 20, 22, 1886.	....do	Departed by land.....		
Jan. 8, 22, 27; Feb. 4; Mch. 29, 1886.	Tooley's	Failure to arrive.....	.....	139 43
Jan. 9, 23, 28; Feb. 4; Mch. 30, 1886.	....do	Failure to depart		
Jan. 1, 4, 11, 13, 15, 18, 20, 1886.	....do	Arrived by land.....		
Jan. 2, 5, 12, 14, 16, 19, 21, 1886	....do.....	Departed by land.....		
Feb. 5, 1886	.....	Failure total.....	.....	1 14
Jan. 11, 1886.....	Lester Manor.....	Failure to arrive.....	.....	1 15
Feb. 4, 5, 1886.....	Walkerton.....	Failure to arrive and depart..		
Jan. 4; Feb. 13; Mar. 31, 1886.	.....	Failure on 4 miles both ways..	.....	1 36
Feb. 5; Mar. 31, 1886	.....	Failure total.....	.....	2 48
Feb. 4; Mar. 31, 1886	.....	Failure on 4 miles both ways..	.....	1 12
Mar. 4, 1886	.....	Failure on 10 miles both ways		
Feb. 4, 22, 1886.....	Linnville	Failure to arrive and depart..	.....	2 07
Jan. 4; Feb. 4, 22, 1886.....	Singer's Glen	do		
Mar. 31, 1886	....do	Failure on 2 miles each way..		
Jan. 4, 11, 1886.....	....do	Failure total.....	.....	6 43
Mar. 30, 1886	.....	Failure quarter trip.....		
Jan. 14, 1886.....	.....	Failure on 4 miles both ways..	.....	1 08
Feb. 4, 1886	.....	Failure on 8 miles both ways..		
Jan. 5; Feb. 13; Mar. 30, 1886.	.....	Failure on 5 miles both ways..	.....	1 34
Jan. 11, 12, 13; Mar. 31, 1886 ..	....	Failure on 2 miles both ways..	.....	2 58
Jan. 1, 2, 6, 14, 15, 16, 20, 25, 1886.	.....	Failure to connect.....		
Feb. 12; Mar. 31, 1886	Mossing Ford.....	Failure to arrive and depart..	.....	3 68
Feb. 10; Mar. 31, 1886	Cole's Ferry	.....do		
Feb. 4, 1886	.....	Failure on 14 miles both ways.	.....	2 82
Mar. 31, 1886	.....	Failure total.....		
Mar. 31, 1886	.....	.....do	.....	1 58
Jan. 5, 9, 30; Feb. 13, 16, 27; Mar. 31, 1886.	Covington	Failure to arrive.....	.....	6 93
Jan. 4, 8, 29; Feb. 12, 15, 26; Mar. 31, 1886.	....do	Failure to depart.....		
Feb. 13; Mar. 27, 30, 1886	....do	Failure to arrive.....	.....	16 44
Feb. 13; Mar. 29, 1886	....do	Failure to depart		
Jan. 4, 8, 11, 29; Feb. 12, 15, 26; Mar. 26, 29, 1886.	Pott's Creek	Failure to arrive.....		
Jan. 5, 9, 12, 30; Feb. 13, 16, 27; Mar. 27, 30, 1886.	....do	Failure to depart		
Jan. 13, 16, 30; Feb. 13; Mar. 31, 1886.	Breckenridge.....	Failure to arrive and depart..	.....	6 00
Jan. 9, 13, 27, 30; Feb. 3, 13; Mar. 31, 1886.	Rich Patch	.....do		
Jan. 14; Mar. 23, 1886	Spencer.....	Failure to arrive.....	.....	2 43
Mar. 23, 1886	....do	Failure to depart.....		
Jan. 5; Feb. 13; Mar. 30, 1886.	Sandy Ridge.....	Failure to arrive.....		
... do	....do	Failure to depart		
Jan. 12, 16, 1886.....	.....	Failure to arrive and depart..	.....	1 08
Jan. 8, 23, 1886.....	.....	Failure three round trips.....	.....	2 36
Jan. 8, 9; Feb. 12, 13, 1886	.....	Failure two round trips.....	.....	5 15
Jan. 23, 1886.....	Waukegan	Failure to arrive and depart..		
Feb. 12, 13, 1886	.....	Failure round trip	.....	2 62
Jan. 9, 1886.....	.....	Failure on 9½ miles both ways..	.....	1 00
Mar. 20, 23, 25, 1886	Lanark	Failure to arrive and depart..	.....	7 56
Mar. 18, 23, 25, 1886	Plum River.....	Failure to arrive		
Mar. 20, 23, 27, 1886	....do	Failure to depart		
Jan. 9, 11; Feb. 10, 11, 1886....	.....	Failure four round trips.....	.....	3 44

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 14	23666	Farm Ridge to Lostrant	Ill	C. T. Walley	$249 00	$0 79
	23671	Freeland to Sandwich	Ill	Z. T. Carpenter	117 00	
	23681	Alton to East Newbern	Ill	M. A. Moore	441 99	70
					689 50	
	28107	Memphis to Hill	Mo	J. A. Craft	183 00	58
	28133	Livonia to Exline	Mo	P. R. Schnebly	284 95	91
	28107	Memphis to Hill	Mo	J. A. Craft	183 00	58
	28133	Livonia to Exline	Mo	P. R. Schnebly	284 75	91
	28139	Milan to Winigan	Mo	J. D. Frier	280 50	89
	28146	Westville to Keytesville	Mo	R. Ritter	355 09	1 13
	28148	Clifton Hill to Clifton Hill	Mo	H. C. Slavens	446 29	71
	28168	Saint Charles to Alton	Mo	J. A. Craft	640 00	2 05
	28171	Kansas City to Edgerton	Mo	W. H. Smith	539 41	1 72
	28171	ditto	Mo	ditto		
	28171	ditto	Mo	ditto		
	28171	ditto	Mo	ditto		
	28177	Hawk Point to Troy	Mo	J. F. Miller	210 00	67
	28190	Loutre to Hermann	Mo	J. D. Smith	52 00	16
	28197	Readsville to Fulton	Mo	ditto	340 50	1 08
	28209	Fayette to Rochport	Mo	J. A. Craft	392 00	62
	28215	Harrisburgh to Sturgeon	Mo	E. M. Hardin	190 00	60
	28219	Cleopatra to Lineville	Mo	W. Ellison	238 99	38
	28231	Longwood to Marshall	Mo	J. A. Craft	223 00	71
	28236	Nettleton to Knoxville	Mo	R. Ritter	501 69	1 60
	28236	ditto	Mo	ditto		
	28238	Vichy to Rolla	Mo	S. R. Diver	384 00	61
	28243	Trenton to Modena	Mo	J. D. Smith	222 00	1 06
	28244	Thomas to Edinburgh	Mo	J. A. Craft	214 00	1 02
	27500	Elkader to Postville	Iowa	J. D. Frier	289 00	1 38
	27504	Osborne to Strawberry	Iowa	E. M. Hardin	420 00	67
	27507	Mill to Manard	Iowa	ditto	110 00	52
	27509	West Union to Calmar	Iowa	B. W. Nichols	321 52	1 02
	27512	West Union to Wauconia	Iowa	E. M. Hardin	387 06	1 24
	27512	ditto	Iowa	ditto		
	27514	Sumner to Plainfield	Iowa	Z. T. Carpenter	579 00	1 85
	27514	ditto	Iowa	ditto		
	27515	Sumner to Randalia	Iowa	E. M. Hardin	140 00	67
	27515	ditto	Iowa	ditto		
	27516	Waverly to Grove Hill to Oelwein.	Iowa	B. W. Beedy	372 04	1 19
					200 83	96
	27516	ditto	Iowa	ditto		
	27516	ditto	Iowa	ditto		
	27516	ditto	Iowa	ditto		
	27516	ditto	Iowa	ditto		
	27517	Allison to Parkersburgh	Iowa	O. Baker	375 00	59
	27519	New Hartford to Swanton	Iowa	E. M. Hardin	116 67	55
	27521	Maysville to Hampton	Iowa	J. A. Craft	94 00	45
	27521	ditto	Iowa	ditto		
	27522	Sheffield to Coldwater	Iowa	ditto	133 00	63
	27527	Humboldt to Gilmore City	Iowa	E. M. Hardin	132 40	42
	27527	ditto	Iowa	ditto		
	27525	Dakotah to Manson	Iowa	B. W. Nichols	422 00	1 35
	27525	ditto	Iowa	ditto		
	27525	ditto	Iowa	ditto		
	27525	ditto	Iowa	ditto		
	27529	Fonda to Rolfe	Iowa	J. D. Frier	869 00	1 38
	27529	ditto	Iowa	ditto		
	27529	ditto	Iowa	ditto		
	27531	Alta to West Scott	Iowa	J. A. Craft	98 00	47
	27531	ditto	Iowa	ditto		
	27534	Sioux Rapids to Newell	Iowa	E. M. Hardin	360 00	1 73
	27535	Storm Lake to Sioux Rapids	Iowa	J. D. Frier	469 00	74
	27535	ditto	Iowa	ditto		
	27535	ditto	Iowa	ditto		
	27535	ditto	Iowa	ditto		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 23; Feb. 13, 1886	.....	Failure two round trips	.....	$3 16
Jan. 19 to Mar. 31, 1886	.....	No service performed	.....	23 40
Jan. 9, 1886	.....	Failure round trip	.....	1 40
.....do	.....	Failure to perform service	.....	1 16
.....do	.....	.....do	.....	
Jan. 9, 1886	.....	Failure to perform service	.....	1 16
.....do	.....	.....do	.....	1 82
.....do	.....	.....do	.....	1 78
In first quarter, 1886	.....	Failure to comply with schedule.	$1 00	.....
Jan. 9, 1886	.....	Failure to perform service	.....	1 42
Jan. 9, 12, 14; Feb. 9, 11, 13, 16, 18, 25, 1886.	Between La Motte and Place and Alton.	.....do	.....	4 10
Jan. 7, 9, 12; Mar. 4, 6, 9, 11, 16, 25, 1886.	Kansas City	Failure to arrive		
Jan. 6, 8, 11, 13; Mar. 3, 5, 8, 10, 24, 31, 1886.	....do	Failure to depart		
Jan. 6, 8, 13, 15, 20; Feb. 3, 10, 17, 19, 24; Mar. 1, 3, 5, 8, 10, 17, 24, 31, 1886.	Edgerton	Failure to arrive	.....	58 05
Jan. 7, 9, 14, 16, 21; Feb. 4, 11, 18, 20, 25; Mar. 2, 4, 6, 9, 11, 20, 25, 1886.	....do	Failure to depart		
Jan., Feb., and Mar., 1886	.....	Failure to comply with schedule.	2 00	.....
Jan. 8; Feb. 10, 12, 15, 19, 1886	.....	Failure to perform service	.....	1 60
Jan. 9; Feb. 13, 1886	.....	Failure half trips	.....	2 16
Jan. 5, 6, 9, 1886	.....	Failure to perform service	.....	5 58
Feb. 9, 1886	.....	.....do	.....	1 20
Jan. 22, 27, 1886	.....	.....do	.....	1 52
Jan. 9, 1886	.....	.....do	.....	1 10
Jan. 22, 23, 1886	.....	.....do		
Jan. 8, 9; Feb. 8, 9, 1886	.....	Failure equal to 3 of a round trip	.....	4 26
Jan. 9, 1886	.....	Failure to perform service	.....	1 22
.....do	.....	.....do	.....	2 12
.....do	.....	Failure on 17 miles of trip	.....	1 50
Jan. 23, 1886	.....	Failure on 20½ miles both ways	.....	2 51
Jan. 22, 23, 1886	.....	Failure total	.....	2 68
Jan. 9, 23, 1886	Mill	Failure to arrive and depart	.....	1 04
Jan. 9, 16, 23, 1886	.....	Failure total	.....	6 12
Jan. 22, 1886	.....	.....do		
Mar. 19, 1886	Waucoma	Failure to arrive and depart	.....	3 72
Jan. 8, 9, 22, 23; Mar. 19, 20, 1886	.....	Failure on 17½ miles both ways		
Mar. 24 to 25 and 26 to 27, 1886.	.....	Failure total	.....	19 54
Jan. 8, 22, 1886	.....	.....do		
Jan. 15, 1886	Randalia	Failure to arrive and depart	.....	3 35
Mar. 22, 23, 1886	Grove Hill	Failure on 10½ miles both ways 3 times a week.		
Mar. 22, 1886	....do	Failure to depart		
Mar. 23, 1886	....do	Failure to arrive 2 times a week	.....	3 11
Mar. 22, 1886	Oelwein	Failure to arrive		
Mar. 23, 1886	....do	Failure to depart twice a week		
Jan. 9, 11, 22, 1886	.....	Failure total	.....	3 54
Jan. 9, 1886	.....	.....do	.....	1 10
.....do	.....	.....do		
Jan. 13, 1886	.....	Failure on 4½ miles both ways	.....	1 26
Jan. 9, 16, 23, 1886	.....	Failure total	.....	3 57
Jan. 9, 1886	Humboldt	Failure to arrive and depart		
Jan. 7, 9, 1886	Gilmore City	.....do	.....	1 78
Jan. 5, 7, 9, 26, 1886	.....	Failure on 17 miles both ways		
Jan. 12; Mar. 20, 1886	.....	Failure on 8½ miles both ways		
Jan. 4, 8, 1886	.....	Failure on 11 miles both ways	.....	11 90
Jan. 22; Mar. 24, 26, 1886	.....	Failure on 5½ miles both ways		
Jan. 4, 7, 22; Feb. 25, 1886	Fonda	Failure on 18 miles both ways		
Jan. 8, 9, 15, 16; Mar. 27, 29, 1886.	....do	Failure on 18 miles one way	.....	17 22
Jan. 4, 5, 7, 8, 22, 1886	Rolfe	Failure on 11 miles both ways		
Jan. 4, 1886	....do	Failure total		
Jan. 7, 1886	....do	Failure on 6 miles both ways	.....	1 74
Jan. 4, 1886	....do	Failure total	.....	3 46
Jan. 4, 8, 9, 1886	Storm Lake	Failure to arrive		
Jan. 4, 7, 9, 1886	....do	Failure to depart		
.....do	Sioux Rapids	Failure to arrive	.....	4 44
Jan. 4, 8, 9, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1866.						
Apr. 14	27536	Cherokee to Spencer	Iowa	A. A. Call	$931 95	$2 98
	27536	do	Iowa	do		
	27536	do	Iowa	do		
	27536	do	Iowa	do		
	27636	do	Iowa	do		
	27536	do	Iowa	do		
	27537	Cherokee to Southerland	Iowa	E. M. Hardin	271 33	1 30
	27539	Le Mars to Kingsley	Iowa	do	826 09	1 31
	27539	do	Iowa	do		
	27539	do	Iowa	do		
	27539	do	Iowa	do		
	27541	Farmer's to Beloit	Iowa	B. W. Beedy	129 00	62
	27545	Orange City to Sioux Centre	Iowa	E. M. Hardin	214 50	68
	27547	Pringhar to Southerland	Iowa	do	480 00	76
	27547	do	Iowa	do		
	27547	do	Iowa	do		
	27550	Cromwell Centre to Spencer	Iowa	B. W. Beedy	190 00	60
	27551	Spencer to Jackson	Iowa	A. A. Call	1,414 22	2 29
	27551	do	Iowa	do		
	27551	do	Iowa	do		
	27551	do	Iowa	do		
	27552	Spencer to Trimello	Iowa	B. W. Beedy	234 64	1 12
	27553	Spencer to Sioux Rapids	Iowa	J. D. Frier	579 24	92
					59 76	28
	27553	do	Iowa	do		
	27556,	Algona to Ramsey	Iowa	A. A. Call	239 00	1 14
	27556	do	Iowa	do		
	27556	do	Iowa	do		
	27557	Algona to Seneca	Iowa	B. W. Beedy	494 43	1 58
	27557	do	Iowa	do		
	27557	do	Iowa	do		
	27557	do	Iowa	do		
	27558	Bancroft to Swan Lake	Iowa	R. Ritter	519 00	1 66
	27558	do	Iowa	do		
	27558	do	Iowa	do		
	27558	do	Iowa	do		
	27561	Mason City to Fertile	Iowa	P. R. Schnebly	340 50	1 08
	27562	Nites to Charles City	Iowa	B. W. Beedy	154 00	49
	27563	Marble Rock to Coldwater	Iowa	do	144 00	69
	27564	Lawler to Sandes	Iowa	do	144 00	69
	27564	do	Iowa	do		
	27565	Nashua to Ionia	Iowa	Z. T. Carpenter	297 00	47
	31116	Coliad to Beeville	Tex.	B. Magoffin	1,260 00	2 00
	31120	Corpus Christi to Saint Mary's	Tex.	J. L. McLean	1,622 22	2 49
	31120	do	Tex.	do		1 34
	31120	do	Tex.	do		
	31120	do	Tex.	do		
	31120	do	Tex.	do		
	31138	Luling to Helena	Tex.	V. Boering	1,482 05	1 62
						1 47
	31142	Helena to Yorktown	Tex.	B. W. Beedy	669 00	1 06
	31151	Brownsville to Rio Grande City	Tex.	G. M. Snodgrass	5,300 00	8 45
	31151	do	Tex.	do		
	31151	do	Tex.	do		
	31151	do	Tex.	do		
	31177	Uvalde to Rio Frio	Tex.	do	706 50	2 26
	31177	do	Tex.	do		
	31178	Rio Frio to Leaky	Tex.	W. B. Catching	142 36	45
	31178	do	Tex.	do		
	31195	San Marco to Blancos	Tex.	G. M. Snodgrass	491 00	2 36
	31197	Corwin to Burnet	Tex.	G. D. Jackson	751 34	2 40
	37109	Rock Creek to Junction	Wyo.	H. A. Lawton	27,340 00	43 67
		MAIL-MESSENGER SERVICE,				
	60102	Salem to railroad	Mo	F. F. Pease	68 00	11
	62082	Sutton to railroad	Vt.	H. Chapman	130 00	21
	64003	Carolina to railroad	R. I.	F. Metcalf	100 00	16
	64009	Diamond Hill to railroad	R. I.	A. B. Gould	135 00	11
	64014	Natick to railroad	R. I.	B. E. Albro	100 00	16
	64028	Warwick to railroad	R. I.	C. L. Phillips	100 00	16
	66214	Great Valley to railroad	N. Y.	L. Loomis	120 00	19

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1, 8, 1886	Sioux Rapids	Failure on 22 miles both ways.		
Jan. 4, 1886	do	Failure on 19½ miles both ways.		
Jan. 11, 1886	do	Failure on 16 miles both ways.	.....	$14 99
Jan. 5, 1886	do	do		
Jan. 7, 26, 12, 1886	do	Failure on 26½ miles one way..		
Jan. 9, 1886	do	do		
Jan. 4, 1886	Southerland	Failure to arrive and depart..	.....	1 30
Jan. 4, 7, 8; Mar. 19, 1886	Le Mars	Failure to arrive		
Jan. 8, 9, 18-6	do	Failure to depart	.....	8 51
Jan. 7, 8, 1886	Kingsley	Failure to arrive		
Jan. 4, 7, 8, 9; Mar. 19, 1886	do	Failure to depart		
Jan. 7, 1886	do	Failure total	.....	1 24
Jan. 7, 9, 1886	do	do	.....	2 72
Jan. 4, 7, 8, 9, 22, 1886	do	do		
Mar. 20, 1886	Pringhar	Failure to arrive and depart..	.....	8 74
do	Southerland	Failure to arrive		
Jan. 7, 1886	do	Failure total	.....	1 20
Jan. 1, 2, 4, 5, 6, 7, 8, 9, 28, 29, 30, 1886.	Spencer	Failure to arrive		
Jan. 1, 2, 4, 5, 6, 7, 8, 9, 29, 30, 1886.	do	Failure to depart	.....	35 49
Jan. 4, 5, 7, 8, 22, 1886	Jackson	Failure to arrive		
Jan. 4, 6, 8, 9, 22, 1886	do	Failure to depart		
Jan. 9, 1886	do	Failure total	.....	2 24
Jan. 4, 8, 1886	do	Failure total six times a week.	.....	4 60
Jan. 9, 1886	Sioux Rapids	Failure to arrive and depart..		
Jan. 5, 1886	Algona	Failure to arrive		
Jan. 8, 1886	do	Failure to depart	.....	3 42
Jan. 5, 8, 1886	Ramsey	Failure to arrive and depart..		
Jan. 6, 8, 1886	Algona	Failure to arrive		
Jan. 7, 9, 1886	do	Failure to depart	.....	6 32
do	Seneca	Failure to arrive		
Jan. 6, 8, 1886	do	Failure to depart		
Jan. 7, 9, 1886	Bancroft	Failure to arrive		
Jan. 8, 1886	do	Failure to depart	.....	5 81
Jan. 6, 8, 1886	Swan Lake	Failure to arrive		
Jan. 7, 9, 1886	do	Failure to depart		
Jan. 9, 1886	do	Failure total	.....	2 16
do	do	do	.....	1 00
Jan. 9, 16, 23, 1886	do	do	.....	4 14
Jan. 11, 1886	do	Failure on 10½ miles both ways.	.....	2 35
Jan. 25, 1886	do	Failure on 10 miles both ways		
Jan. 5, 8, 9, 22, 1886	do	Failure on 7 miles both ways..	.....	2 92
Feb. 22, 1886	Goliad	Failure to arrive and depart..	.....	2 00
Jan. 8; Mar. 9, 19, 20, 1886	Saint Mary's	Failure to arrive		
Jan. 7, 8; Mar. 9, 19, 20, 1886	do	Failure to depart on six times a week service.		
Jan. 8, 1886	Rockport	Failure to arrive and depart on six times a week service.	$1 50	7 37
Mar. 25, 1886	do	Wet mail		
Jan. 12, 1886	do	Carriers failed to meet		
Feb. 23; Mar. 2, 1886	Rancho	Wet mail (badly)	3 50	.....
Jan. 13, 1886	do	Failure to ——	.....	2 12
Jan. 12; Feb. 21, 1886	Brownsville	Failure to arrive		
Jan. 14; Feb. 21, 1886	do	Failure to depart	.....	33 80
Jan. 14; Feb. 23, 1886	Rio Grande City	Failure to arrive		
Jan. 16; Feb. 27, 1886	do	Failure to depart		
Jan. 12, 1886	Uvalde	Failure to arrive	.....	2 26
Jan. 13, 1886	do	Failure to depart		
do	Leaky	Failure to arrive		
Jan. 12, 1886	do	Failure to depart (being in excess of pro rata).	.....	1 00
Jan. 14, 1886	do	Failure total	.....	4 72
Mar. 3, 19, 1886		Failure on 18 miles totally	.....	5 23
Jan. 22; Feb. 18; Mar. 15, 29, 1886.	Junction	Failure to arrive	.....	87 34
Feb. 27, 28; Mar. 1, 2, 1886	On the route	Failure to perform service	.....	88
Feb. 26, (1), 27, (2), 1886	do	Failure 3 trips	.....	63
Feb. 13, 15, 16, 1886	do	Failure to perform service	.....	96
In first quarter, 1886	do	Failure 7 trips	.....	72
Feb. 13, 1886	do	Failure 2 trips	.....	37
Feb. 15, 16, 17, 18, 1886	do	Failure of trips each	.....	1 28
Mar. 18, 24, 1886	do	Failure to connect	.....	38

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—c'nd.				
1886.						
Apr. 14	66398	Palisades to railroad	N. Y	D. L. Garrison	$190 00	$0 15
	66514	South Avon to railroad	N. Y	W. P. Low	78 25	25
	76028	Piedmont to railroad	N. Y	J. S. Summy	69 50	.....
	90017	Cadott to railroad	Wis	A. Schultz	150 00	24
	70128	Oneida to railroad	Wis	D. A. Nimham	60 00	19
	90155	Schofield to railroad	Wis	M. A. McNaughton	60 00	10
	90216	Belle Plaine to railroad	Wis	F. L. Rouse	148 00	24
	91014	Cascade to railroad	Minn	W. H. Doyle	125 00	20
	91014	do	Minn	Wm. Kleeberger	125 00	20
	91019	Corra to railroad	Minn	A. Lamb	60 00	16
	91034	Freeburg to railroad	Minn	J. P. Haas	50 00	08
	91041	Green Isle to railroad	Minn	P. McGraw	70 00	11
	91042	Grey Eagle to railroad	Minn	J. E. Davis	67 00	11
	91140	Wheeling to railroad	Minn	Wm, Freitag	105 00	34
	94018	Carlow to railroad	Mo	J. Dixon	72 00	10
	94018	do	Mo	N. Stout	72 00	10
	94045	Henderson to railroad	Mo	J. W. Twiner	139 75	.....
	94088	Quitman to railroad	Mo	H. Johnston	120 00	.....
	94098	Saint Peter's to railroad	Mo	H. Schoener	143 00	14
	94131	Bedford to railroad	Mo	R. F. Davis	132 00	36
	94140	Irena to railroad	Mo	D. M. Davis	96 00	15
	94147	Elgin to railroad	Mo	H. Meeks	50 00	16
	94147	do	Mo	do	.....	.....
	96016	Cloutierville to railroad	La	A. Brosset	175 00	48
	96034	Lamourie Bridge to railroad	La	Wm. Turner	150 00	21
	96036	Loyd to railroad	La	V. Sullivan	120 00	16
	96062	Omega to railroad	La	C. C. Johnson	144 00	46
	96862	do	La	do	.....	.....
	96062	Forksville to railroad	La	G. A. Fenton	234 00	37
	96069	Central to railroad	La	S. Burgeois	96 00	13
	96078	Lucy to railroad	La	E. Bossier	95 00	13
	97028	Elizario to railroad	Tex	J. B. Gassoway	192 00	41
	97050	Moscow to railroad	Tex	J. T. Goodwin	120 00	16
	97056	Plantersville to railroad	Tex	J. W. Frost	95 00	15
	97056	do	Tex	do	.....	.....
	97073	Tioga to railroad	Tex	D. J. Hiser	114 00	16
	97088	Leonard to railroad	Tex	I. M. Walsh	96 00	15
		RAILROAD SERVICE.				
	20001	Elkton to Guthrie	Ky	L. & M. Rwy	610 66	81
	20001	do	Ky	do	.....	.....
	20001	do	Ky	do	.....	.....
	20001	do	Ky	do	.....	.....
	20003	La Grange to Lexington	Ky	do	6,458 95	10 31
	20003	do	Ky	do	.....	.....
	20003	do	Ky	do	.....	.....
	20004	Cincinnati to Louisville	Ky	do	35,866 18	17 19 49 13
	20004	do	Ky	do	35,866 18	.....
	20004	do	Ky	R. P. O. cars for 100 miles R. P. O.	6,540 00	8 95 60 00
	20005	Louisville to Nashville	Ky	L. & N. Rwy	55,204 00	37 81 75 62

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
In first quarter, 1886	On the route	Failure 2 trips		$0 30
do	do	Failure 3 trips		75
do	do	Service performed by postmaster.		17 37
Jan. 27, 1886	do	Failure 1 trip		24
Jan. 23; Mar. 20, 1886	do	Failure to perform service		38
Feb. 13, 1886	do	Failure 1 trip		10
Jan. 6, 23; Mar. 3, 20, 1886	do	Failure 1 trip each		96
In first quarter, 1886	do	Failure 2 trips		40
Jan. 22; Feb. 14, 15, 16, 1886	do	Failure to perform service		1 60
Jan. 3, 1886	do	do		16
Jan. 2, 1886	do	Failure 1 trip		08
Feb. 19, 1886	do	do		11
In first quarter, 1886	do	do		11
do	do	do		34
Feb. 10, 1886	do	Failure 1 connection		10
Jan. 22, 1886	do	Failure to perform service		1 60
Feb. 20, 1886	do	Failure to properly dispatch mail.	$1 00	
Feb. 9, 1886	do	Failure to dispatch mail	1 00	
Feb. 11, 1886	do	Failure 1 trip		14
Jan. 24, 27; Feb. 10, 1886	do	Failure to perform service		1 08
Jan. 7, 8, 16, 17, 1886	do	do		1 20
Feb. 2, 3, 4, 5, 6, 1886	do	do		
Mar. 8 to 31, 1886	do	Service performed by postmaster.		4 13
In first quarter, 1886	do	Failure 5 trips		2 40
do	do	Failure 2 trips		42
do	do	Failure 6 trips		96
Mar. 13 1886	do	Failure 1 trip		
Mar. 17, 23, 1886	do	Failure to connect		1 38
In first quarter, 1886	do	Failure 2 trips		74
Mar. 28, 1886	do	Failure to connect		13
Mar. 4, 1886	do	Failure 1 trip		13
Mar. 18, 1886	do	Failure to perform service		41
In first quarter, 1886	do	Failure 1 trip		16
Mar. 9, 15, 1886	do	Failure 1 trip each		
do	do	Leaving mail unguarded at depot.	2 00	30
Jan. 14, 23; Feb. 3, 5, 15, 25, '86	do	Failure 1 trip each (2 p. r.)		1 92
Mar. 29, 1886	do	Failure 1 trip		15
Feb. 2, 1886	Elkton	Failure to arrive		
Jan. 8, 9, 1886	do	Failure to depart		
Feb. 3, 4, 1886	do	Failure to arrive and depart		5 26
Jan. 9; Feb. 3, 4, 1886	Guthrie	do		
Nov. 28, 1885	La Grange	Failure to depart		
Jan. 9, 1886	do	Failure to arrive and depart		25 77
do	Lexington	do		
		Failed to connect with depending mails at Cincinnati, as follows: Train No. 2, Jan. 12, 13, 14, 15, 27; Feb. 2, 4, 5, 6, 12, 20, 26, 27: Mar. 9, 12, 15, 16; No. 4, Jan. 9, 10, 12, 16, 17, 28; Feb. 3, 4, 16, 18; Mar. 15; and No. 6, Jan. 9, 15; Feb. 3, 9; Mar. 15, 16, at Louisville; train No. 1, Mar. 16; No. 3, Mar. 16, 1886.	309 50	
		Failure to run one line R. P. O. cars over 109 miles (north trip train No. 4), Feb. 3, 1886.		4 47
		Failed to connect with depending mails at Louisville, as follows: Train No. 2, Jan. 9, 12, 13, 14, 15, 27; Mar. 9: and No. 4, Jan. 9, 16, 1886; and at Nashville, train No. 1, Jan. 1, 8, 9, 27; Feb. 8, and No. 3, Jan. 9, 12, 13, 22; Feb. 3, 4, 5, 26, 1886.	416 00	

Fines imposed upon contractors and deductions made from

Date of order.	No of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 14	20005	Louisville to Nashville	Ky	L. & N. Rwy	$55,204 00	
	20005	do	Ky	R. P. O. cars 2, lines	11,100 00	$60 00
	23009	Peoria to Galesburgh	Ill	C., B. & Q. Rwy	5,052 05	6 92
						2 48
	20011	Glasgow Junction to Glasgow	Ky	L. & N. Rwy	583 11	93
	23041	Quincy to Hannibal	Ill	C., B. & Q. Rwy	1,573 70	2 51
	23067	Havana to Galesburg	Ill	Fulton Co. N. C. Rwy. Company.	2,911 58	4 65
	23070	Galva to Gladstone	Ill	C., B. & Q. Rwy	4,627 46	7 39
		STEAMBOAT SERVICE.				
	95	Chebeague Island to Portland	Me	C. F. West	600 00	95
	95	do	Me	do		
	95	do	Me	do		
	95	do	Me	do		
	97	Vinal Haven to Rockland	Me	M. Webster	1,064 00	1 27
	97	do	Me	do		
	97	do	Me	do		
	97	do	Me	do		
	100	Eastport to Lubec	Me	J. R. Pigg	490 00	78
	100	do	Me	do		
	100	do	Me	do		
	11095	Newport News to Norfolk	Va	J. B. Colegrove	2,200 00	1 37
		Remission.				
		STAR SERVICE.				
	32135	Garfield to Fort Gibson	Ind. T.	M. A. Thompson	98 00	94
		STAR SERVICE.				
Apr. 15	101	Augusta to South Litchfield	Me	C. W. Dodge	420 00	67
	101	do	Me	do		
	101	do	Me	do		
	101	do	Me	do		
	102	Augusta to Winthrop	Me	J. F. Gilbert	244 00	38
	102	do	Me	do		
	102	do	Me	do		
	102	do	Me	do		
	103	Augusta to North Vienna	Me	do	718 00	1 14
	103	do	Me	do		
	103	do	Me	do		
	103	do	Me	do		
	103	do	Me	J. H. Thing	149 00	23
	104	Augusta to Belgrade	Me	do		
	104	do	Me	do		
	104	do	Me	do		
	104	do	Me	do		
	104	do	Me	do		
	105	Augusta to Liberty	Me	Lorenzo, Baxter, Robinson.	720 00	1 15
	105	do	Me	do		
	105	do	Me	do		
	105	do	Me	do		
	106	Augusta to Waldoborough	Me	R. C. Moores	999 00	1 59
	106	do	Me	do		
	107	Augusta to Week's Mills	Me	D. G. True	384 00	61
	107	do	Me	do		
	107	do	Me	do		
	107	do	Me	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	No R. P. O. car on train No. 4, north trip, Feb. 3, 1886.	.....	$7 60
.....	.....	Failed to connect with depending mails at Peoria, as follows: Train 127, Jan. 4, 5; Feb. 5; Mar. 4, 9, 30, 1886.	$7 50	.....
Feb. 4, 1886	Glasgow.....	Failure to depart with mail. (The evidence showing the failure here to have been caused by negligence on the part of the company's messenger, deduct three times the price of a quarter trip.	.....	1 40
.....	.....	Failed to connect at Hannibal, Jan. 9, 21, 1886.	2 50	.....
Jan. 9, 11, 22, 23, 1886.....	.....	Failure round trip	.....	37 20
Jun. 22, 1886.....	Gladstone.....	Failure to arrive and depart..	.....	7 39
Jan. 23, 1886.....	Chebeague.....	Failure to depart		
Feb. 4, 26; Mar. 9, 1886.....	....do	Failure to arrive.....	.....	3 80
Jan. 26; Feb. 27; Mar. 3, 1886	Portland.....	.....do		
Feb. 26, 1886.....	....do	Failure to depart		
Feb. 4, 13, 26, 27; Mar. 1, 1886	Vinal Haven.....	Failure to arrive		
Feb. 4, 26, 27; Mar. 1, 2, 1836..	....do	Failure to depart	.....	11 43
Feb. 4, 26, 27; Mar. 2, 1886....	Rockland	Failure to arrive.....		
.....do	....do	Failure to depart		
Jan. 9, 1886.....	Eastport.....	Failure to arrive.....		
Jan. 11, 1886.....	....do	Failure to depart	.....	1 17
Jan. 9, 1886.....	Lubec	.....do		
Jan. 3, 10, 17, 24, 31; Feb. 7, 14, 21, 28; Mar. 7, 14, 21, 28, 1886.	.....	Failure total, 2 each day.....	.....	71 24

Remit $0 50 of the deduction noted in report for April 8, 1886, it having been shown that temporary servivce performed in the fourth quarter, 1885, was charged to contractor and subcontractor, and whereas the deduction should be the amount of the pay of the contractor for the first quarter, 1886.

Feb. 20, 27; Mar. 2, 1, 1886	Augusta	Failure to arrive.....		
Feb. 20. 26; Mar. 1, 2, 3, 1886 ..	....do	Failure to depart	.....	$5 02
Feb. 26, 27; Mar. 2, 1886	South Litchfield..	Failure to arrive...		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to depart		
Feb. 26, 27; Mar. 2, 3, 1886	Augusta.....	Failure to arrive		
Feb. 27; Mar. 1, 2. 1886	...do	Failure to depart	.....	1 90
Feb. 26, 1886	Winthrop	Failure to depart		
Feb. 27, 1889	....do	Failure to arrive and depart..		
Feb. 26; Mar. 2, 3, 1886	Augusta.....	Failure to arrive		
Feb. 26, 27; Mar. 2, 1886	....do	Failure to depart		
Feb. 26. 27; Mar. 1. 2, 1886	North Vienna	Failure to arrive	.....	7 98
Feb. 27; Mar. 1, 2, 3, 1886	....do	Failure to depart.....		
Feb. 13, 27; Mar. 1, 1886	Augusta.....	Failure to arrive and depart ..		
Mar. 2, 1886	...do	Failure to depart		
Feb. 13, 27; Mar. 1, 1886	Belgrade.....	Failure to arrive and depart..	.....	1 72
Mar. 2, 1886	....do	Failure to arrive		
Mar. 23, 1886	...do	Failure to depart		
Feb. 26; Mar. 1, 2, 1886.....	Augusta.....	Failure to depart		
Feb. 27; Mar. 1, 3, 1886.....	....do	Failure to arrive and depart ..	.....	9 20
Feb. 26, 27; Mar, 1, 2, 4, 1886 ..	Liberty.....	Failure to arrive		
Feb. 25, 26; Mar. 1, 2, 3, 1886 ..	....do	Failure to depart		
Feb. 26; Mar. 1, 2, 3, 1886	Augusta.....	Failure to arrive	.....	6 36
Feb. 27; Mar. 2, 3, 4, 1886.	....do	Failure to depart.....		
Jan. 2, , 1886.	....do	Failure to perform service ...		
Feb. 26, 27; Mar, 1, 3, 1886	....do	Failure to arrive and depart ..	.....	5 79
Feb. 26, 27; Mar. 1, 1886	Week's Mills....	Failure to arrive.....		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to depart.		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 15	111	Vassalborough to Cluna	Me	B. W. Beedy	$370 00	$0 59
	111	do	Me	do		
	111	do	Me	do		
	111	do	Me	do		
	111	do	Me	do		
	113	Waterville to Larone	Me	L. Nichols	330 00	52
	113	do	Me	do		
	113	do	Me	do		
	113	do	Me	do		
	115	Mercer to Norridgewock	Me	H. Washburn	169 00	26
	116	Skowhegan to Norridgewock	Me	do	129 00	20
	116	do	Me	do		
	116	do	Me	do		
	116	do	Me	do		
	119	Skowhegan to Brighton	Me	M. S. Cleveland	440 00 414 00	70 66
	119	do	Me	do		
	119	do	Me	do		
	119	do	Me	do		
	119	do	Me	do		
	120	Skowhegan to Canaan	Me	S. L. Whitter	140 00	22
	120	do	Me	do		
	120	do	Me	do		
	120	do	Me	do		
	121	East Cornville to Cornville	Me	B. W. Beedy	109 00	17
	128	North Anson to Solon	Me	A. F. Adams	122 19	19
	128	do	Me	do		
	128	do	Me	do		
	128	do	Me	do		
	125	Brighton to Blanchards	Me	L. Nichols	270 00	86
	125	do	Me	do		
	125	do	Me	do		
	125	do	Me	do		
	125	do	Me	do		
	130	North Anson to New Portland	Me	B. W. Beedy	388 00	61
	130	do	Me	do		
	130	do	Me	do		
	131	Stark to Anson	Me	B. L. Greenleaf	190 00	30
	13,	do	Me	do		
	131	do	Me	do		
	131	do	Me	do		
	11523	Shady Grove to Chatham	Va	L. E. Chappel	466 00	1 49
	11523	do	Va	do		
	11640	Estellville to Rye Cove	Va	J. C. Foley	190 00	60
	11525	Roanoke to Graysville	Va	R. D. Acker	442 64	1 41
	11525	do	Va	do		
	11530	New Castle to Newport	Va	F. E. Atkins	444 00	1 42
	11530	do	Va	do		
	11564	Stuart to Mount Aury	Va	E. Parr	357 00	1 14
	11574	Dry Speer to Reed Island	Va	W. N. Woodruff	244 00	78
	11515	Rodey Mount to Roanoke	Va	C. P. Dillard	184 00	88
	11515	do	Va	do		
	11515	do	Va	do		
	11515	do	Va	do		
	11575	Wytheville to Independence	Va	W. C. Fulton	789 00	1 26
	11575	do	Va	do		
	11575	do	Va	do		
	11575	do	Va	do		
	11590	Tazewell to Perryville	Va	J. C. Beavens	108 00	1 03
	11590	do	Va	do		
	11590	do	Va	do		
	11590	do	Va	do		
	11596	Cedar Bluff to Grundy	Va	J. C. Foley	426 00	1 36
	11599	Saltville to Asberry's	Va	V. Boreing	177 13	85
	11607	Elk Creek to White Top	Va	C. H. Edwards	449 00	1 43
	11607	do	Va	do		
	11613	Abingdon to Friendship	Va	C. F. Hurt	223 00	71
	11613	do	Va	do		
	11621	Holston to Mandota	Va	L. E. Chappel	178 00	57

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26; Mar. 1, 1886	Vassalborough	Failure to depart		
Feb. 27, 1886	do	Failure to arrive and depart		
Mar. 2, 1, 1886	do	Failure to arrive	.....	$3 54
Feb. 26; Mar. 2, 1886	Cluna	do		
Feb. 27; Mar. 1. 1886	do	Failure to arrive and depart		
Feb. 26; Mar. 2, 22, 1886	Waterville	Failure to depart		
Feb. 27; Mar, 2, 22, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 22, 1886	Larone	do	.....	3 64
Feb. 27; Mar. 1, 2, 22, 1886	do	Failure to depart		
Feb. 26, 27; Mar. 1, 2, 3, 1886		Failure to perform service	.....	2 60
Feb. 26, 27; Mar. 1, 22, 1886	Skowhegan	Failure to depart		
Mar. 1, 2, 3, 4; Feb. 27, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 1886	Norridgewock	do	.....	1 80
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
July 1, 1885, to Feb. 14, 1886		Failure to perform service on 115 miles.		
Feb. 26, 27; Mar. 1, 1886	Skowhegan	Failure to depart		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to arrive	.....	21 38
Feb. 26, 27; Mar. 1, 2, 3, 1886	Brighton	do		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
Feb. 26, 27, 1886	Skowhegan	do		
Feb 27; Mar. 1, 2, 3, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 1, 1886	Canaan	do	.....	1 43
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
Feb. 26 27; Mar. 1. 2, 1886		Failure to perform service	.....	1 36
Feb. 26, 27; Mar. 1, 1886	North Anson	Failure to depart		
Feb. 27; Mar. 1, 8, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 1 2, 1886	Solon	do	.....	1 23
Feb. 27; Mar. 1, 8, 1886	do	Failure to depart		
Feb. 26; Mar. 1. 3 5. 10, 22, 24, 26, 31, 1886.	Brighton	Failure to arrive		
Feb. 27; Mar. 2, 4, 6, 11, 23, 25, 27, 1886.	do	Failure to depart	.....	12 90
Feb. 27; Mar. 2, 4, 11, 23, 27, 1886.	Blanchard	Failure to arrive		
Mar. 1, 3, 8, 15, 24, 29, 31, 1886.	do	Failure to depart		
Feb. 27; Mar. 1, 2, 3, 4, 1886	North Anson	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 1886	New Portland	do	.....	6 10
Feb. 27; Mar. 1, 2, 3, 5, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 2, 1887	Anson	Failure to arrive		
Feb. 26, 27; Mar. 1, 1886	do	Failure to depart		
Feb. 26, 27, 1886	Stark	Failure to arrive	.....	1 65
Feb. 27; Mar, 1, 2, 1885	do	Failure to depart		
Feb. 4, 1886	Shady Grove	Failure to arrive and depart		
Jan. 28, 1886	Chatham	Failure to connect	.....	2 23
Jan. 9; Mar. 31, 1886	Estellville	Failure to arrive and depart	.....	1 20
Jan. 4, 14; Feb. 2, 5, 10; Mar. 11, 30, 1886.	Graysvillle	Failure to arrive		
Jan. 5, 15; Feb. 3, 6, 11; Mar. 12, 31, 1886.	do	Failure to depart	.....	9 87
Mar. 31, 1886	Newcastle	Failure to arrive		
do	Newport	Failure to depart	.....	1 42
do		Failure total	.....	2 28
Jan. 9; Feb. 4, 1886	Reed Island	Failure to arrive and depart	.....	1 56
Jan. 4, 11; Feb. 5; Mar. 31, 1886.	Rocky Mount	Failure to arrive		
Jan. 3, 10; Feb. 4, 1886	do	Failure to depart	.....	3 96
Jan. 4, 1886	Roanoke	Failure to arrive		
Jan. 5, 1886	do	Failure to depart		
Jan. 4, 9, 12, 1886	Wytheville	Failure to arrive		
Jan. 5, 13, 1886	do	Failure to depart		
Jan. 5, 11, 13; Mar. 30, 31, 1886.	Independence	Failure to arrive	.....	8 19
Jan 6, 12; Mar. 31, 1886	do	Failure to depart		
Jan. 12; Mar. 30, 1886	Tazewell Court House.	Failure to arrive		
Jan 13; Mar. 31, 1886	do	Failure to depart	.....	4 12
do	Perryville	Failure to arrive		
Jan. 12; Mar. 30, 1886	do	Failure to depart		
Mar. 30, 1886		Failure on 27½ miles both ways	.....	2 10
Jan. 12; Mar. 30, 1886		Failure total	.....	3 40
Jan. 4, 11, 13; Mar. 31, 1886	Elk Creek	Failure to arrive and depart		
Jan. 5, 9, 12, 14, 16; Mar. 30, 1886	White Top	do	.....	14 30
Jan. 5, 9, 1886	Abingdon	do		
Jan. 9, 1886	Friendsnip	do	.....	2 13
Mar. 31, 1886		Failure total	.....	1 14

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 15	11631	Point Truth to Pattonsville....	Va	L. E. Chappel	$497 00	$1 59
	11631	.....do	Va	.....do	.....	.....
	11633	Grundy to Davenport.....	Va	W. B. Catching	170 00	81
	11633	.....do	Va	.....do	.....	.....
	11634	Grundy to Clintwood.....	Va	.....do	165 00	1 58
	11635	Grundy to Perrysville.....	Va	S. Stacy.....	260 00	1 25
	11635	.....do	Va	.....do	.....	.....
	11641	Estellville to Pattonsville.....	Va	J. C. Foley.....	498 00	79
	11651	Jonesville to Boon's Ferry.....	Va	W. B. Catching	348 00	55
	11651	Jonesville to Rose Hill	Va	.....do.....	417 60	66
	11651	.....do	Va	.....do	.....	.....
	11655	Boon's Path to Cumberland Gap	Va	J. C. Foley	524 00	83
	11655	Rose Hill to Cumberland Gap.	Va	.....do	449 14	71
	11655	.....do	Va	.....do.....	.....	.....
	11652	Jonesville to Hoop.....	Va	V. Boreing.....	323 00	1 03
	11659	Amherst to Green Forest.....	Va	W. B. Catching	305 81	1 46
	11659	.....do	Va	.....do	.....	.....
	11659	.....do	Va	.....do	.....	.....
	11666	Columbia to Louisa.....	Va	H. O. Roop.....	293 00	1 40
	11666	.....do	Va	.....do	.....	.....
	11667	Davenport to Sand Lick.....	Va	W. B. Catching.....	60 00	57
	11673	Hurt's Store to Straightstone..	Va	V. Boreing	339 00	54
	11676	Lexington to Elmeria.....	Va	W. B. Catching	230 00	36
	11676	.....do	Va	.....do	.....	.....
	11684	Pungoteague to Mappburgh Station.	Va	V. Boreing	193 20	15
	11686	Stickleyville to Mulberry Gap	Va	W. B. Catching.....	138 00	1 32
	11686	.....do	Va	.....do.....	.....	.....
	11691	Vesuvius to Irish Creek.....	Va	C. R. Painter	80 00	25
	11692	White Top to Town House....	Va	M. Mabe	283 00	90
	11697	Lee Mont to Sykes	Va.....	W. F. Hanaberger....	229 00	73
	11697	.....do	Va.....	.....do	241 55	77
	18103	Hernando to Byhalia	Miss...	J. A. Craft	694 12	2 22
	18103	.....do	Miss...	.....do	.....	.....
	18103	.....do	Miss...	.....do	.....	.....
	18103	.....do	Miss...	.....do	.....	.....
	18103	.....do	Miss...	.....do	.....	.....
	18103	.....do	Miss...	.....do	.....	.....
	18108	Senatobia to Thyatira	Miss...	J. J. Campbell.....	180 00	86
	18108	.....do	Miss...	.....do	.....	.....
	18110	Waterford to Cornersville	Miss...	J. Rogers.....	184 00	58
	18110	.....do	Miss...	.....do	.....	.....
	18110	.....do	Miss ...	.....do	.....	.....
	18111	Holly Springs to Sardis.....	Miss...	J. J. Campbell	525 00	2 22
	18111	.....do	Miss...	.....do	.....	.....
	18111	.....do	Miss...	.....do	.....	.....
	18111	.....do	Miss...	.....do	.....	.....
	18111	.....do	Miss...	.....do	.....	.....
	18112	Holly Springs to Coldwater....	Miss...	.....do	425 00	2 04
	18114	Holly Springs to New Albany .	Miss...	G. W. Snider	424 00	2 03
	18114	.....do	Miss...	.....do	.....	.....
	18116	Holly Springs to Ashland	Miss...	J. J. Campbell.....	547 64	87
	18124	Ripley to Ashland.....	Miss ...	.....do	105 00	1 00
	18124	.....do	Miss...	.....do	.....	.....
	18125	Ripley to New Albany.....	Miss...	C. W. Snider	349 00	1 67
	18125	.....do	Miss...	.....do	.....	.....
	18125	.....do	Miss...	.....do	.....	.....
	18125	.....do	Miss...	.....do	.....	.....
	18126	.....do	Miss...	L. Snyder.....	497 00	79
	18126	.....do	Miss...	.....do	.....	.....
	18129	Rienzi to Ripley	Miss...	J. J. Campbell.....	400 00	1 92
	18130	Corinth to Hamburg.....	Miss...	C. C. Morse.....	308 00	98
	18130	.....do	Miss...	.....do	.....	.....
	18130	.....do	Miss...	.....do	.....	.....
	18130	.....do	Miss...	.....do	.....	.....
	18130	.....do	Miss...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 11, 13, 15; Feb. 6, 1886	Point Truth	Failure to arrive and depart		$12 72
Feb. 5; Mar. 22, 31, 1886	Pattonsville	do		
Feb. 5, 8, 12, 1886	Grundy	do		6 48
Jan. 15; Feb. 5, 8, 12; Mar. 22, 1886.	Davenport	do		
Jan. 9; Feb. 6, 1886	Grundy	do		3 16
Jan. 11, 1886	do	do		5 00
Jan. 11, 18; Mar. 22, 1886	Perrysville	do		14 22
Jan. 4, 5, 9, 11, 12, 13, 14, 15, 16; Feb. 4, 5, 6; Mar. 22, 23, 27, 29, 30, 31, 1886.	Pattonsville	do		
Jan. 9, 11, 12, 13; Feb. 3, 5, 1886	Boon's Ferry	do		5 28
Mar. 20, 30, 1886	Rose Hill	do		
Mar. 31, 1886	Jonesville	do		14 81
Jan. 1, 2, 11, 12, 1886	Boon's Path	do		
Mar. 2, 4, 27, 30, 31, 1886	Rose Hill	do		2 06
Jan. 9, 12; Feb. 2, 3, 4, 5, 6; Mar. 24, 27, 30, 31, 1886.	Cumberland Gap	do		10 22
Mar. 30, 31, 1886		Failure total		1 40
Mar. 30, 1886	Amherst	Failure to arrive		1 14
Jan. 4, 11, 14, 18, 21; Feb. 4, 1886	Green Forest	do		2 16
Jan. 5, 12, 15, 19, 22; Feb. 5, Mar. 30, 1886.	do	Failure to depart		1 08
Mar. 30, 1886	Louisa	Failure to arrive		1 31
Mar. 31, 1886	do	Failure to depart		7 92
Jan. 16, 1886		Failure total		1 50
Mar. 30, 31, 1886		do		1 20
Feb. 3, 1886		do		6 57
Mar. 31, 1886		Failure half trip		41 07
Jan. 11, 20, 21, 22, 25, 26, 27, 29, 30; Feb. 1, 2, 4, 5, 6, 1886.	Pungoteague	Failure to arrive, 1½ pro rata		5 16
Jan. 15, 22; Feb. 5, 1886	Stickleyville	Failure to arrive and depart		3 55
Jan. 15, 22; Feb. 12, 1886	Mulberry Gap	do		11 96
Feb. 4, 6, 13, 1886		Failure total		4 08
Jan. 9, 1886		Failure on 16 miles both ways		2 03
Jan. 9, 12, 14, 16, 19, 1886	Lee Mont	Failure to arrive and depart		8 70
Jan. 10, 12, 15, 17, 1886	Sykes	do		3 00
Jan. 5, 7, 9, 12, 14, 16, 21, 23, 26, 1886.	Hernando	Failure to arrive		
Jan. 8, 13, 15, 25, 1886	do	Failure to depart		
Feb. 4, 6, 1886	do	Failure to arrive		
Feb. 3, 5, 1886	do	Failure to depart		5 84
Jan. 6, 8, 11, 13, 15, 18, 25, 29; Feb. 3, 12, 1886.	Byhalia	Failure to arrive		
Jan. 7, 9, 12, 14, 16, 19, 26, 30; Feb. 4, 13, 1886.	do	Failure to depart		
Jan. 2, 9; Feb. 2, 1886	Senatobia	Failure to arrive and depart		1 70
Jan. 9; Feb. 3, 10, 1886	Thyatira	do		3 63
Feb. 3, 1886		Failure total		
Jan. 4, 8, 1886	Cornersville	Failure on 14½ miles both ways		5 06
Feb. 22, 1886	do	Failure to arrive and depart		
Jan. 2, 1886	Holly Springs	Failure to perform service on 7 miles.		
Jan. 9, 1886		Failure on 5 miles		
Jan. 20, 23, 1886	Between Holly Springs and Tyro.	Failure on 20 miles both ways		11 96
Feb. 3, 1886	On the route	Failure		
Feb. 6, 1886		Failure on 5 miles		
Jan. 8, 1886		Failure total		4 08
Jan. 31, 1886	Holly Springs	Failure to depart		2 03
do	New Albany	Failure to arrive		
Jan. 2, 9, 15; Feb. 4, 5, 1886		Failure total		8 70
Jan. 9, 1886	Ripley	Failure to arrive and depart		3 00
Jan. 9, 24, 1886	Ashland	do		
Jan. 3; Feb. 26, 1886	Ripley	Failure to arrive		5 84
Jan. 9; Feb. 27, 1886	do	Failure to depart		
Jan. 8, 1886	New Albany	do		
Jan. 9; Feb. 27, 1886	do	Failure to arrive		
Jan. 2, 1886	Ripley	Failure on 10¼ miles both ways		1 70
Jan. 23, 1886	do	Failure to arrive and depart		3 63
Jan. 8, 1886	do	Failure on 34½ miles both ways		
Feb. 9, 16, 1886	Corinth	Failure to arrive and depart		5 06
Feb. 11, 1886	do	Failure on 2 miles		
Feb. 4, 1886	Hamburgh	Failure to arrive		
Feb. 6, 1886	do	Failure to depart		
Feb. 9, 16, 1886	do	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 15	18131	Corinth to Corinth	Miss...	M. A. Moore	$386 65	$0 28
						26
	18133	Booneville to Iuka	Miss...	J. A. J. Smith	509 00	2 44
	18135	Tynes to Rara Avis	Miss...	G. L. & J. W. A. Davis	204 53	98
	18137	Iuka to Waterloo	Miss...	J. J. Campbell	215 00	68
	18141	Sardis to Sardis	Miss...	J. B. Colegrove	369 00	1 18
	18142	Sardis to Marks	Miss...	J. A. Craft	690 00	2 21
	18145	Abbeville to Pontotoc	Miss...	J. N. Sloan	817 50	2 61
	18145	....do	Miss...	....do		
	18145	....do	Miss...	....do		
	18145	....do	Miss...	....do		
	23218	Clear Creek to Cape Girardeau	Ill.....	H. V. Childress	111 69	35
	23239	McLeansborough to Benton	Ill.....	Gilley & Anderson	721 76	1 15
	23239	....do	Ill.....	....do		
	23253	Chester to New Design	Ill.....	A. Cross	1,151 08	1 83
	23330	Flat Rock to Vincennes	Ill.....	E. M. Hardin	490 00	1 57
	23330	....do	Ill.....	....do		
	23353	Hardin to Grafton	Ill.....	A. Cross	457 45	1 80
	23353	....do	Ill.....	....do	334 27	73
						1 07
	23335	....do	Ill.....	....do		
	23361	Pittsfield to Bedford	Ill.....	E. M. Hardin	336 47	53
					91 77	29
	23487	Reynolds to Aledo	Ill.....	B. W. Beedy	890 00	1 42
	23487	....do	Ill.....	....do		
	23487	....do	Ill.....	....do		
	23487	....do	Ill.....	....do		
	23491	Annawan to Tampico	Ill.....	A. Cross	693 00	2 22
	23432	Sonora to Montrose	Ill.....	W. N. Gibbs	197 47	31
	23432	....do	Ill.....	....do	175 53	14
	27559	Garner to Forest City	Iowa...	J. D. Frier	539 00	86
	27559	....do	Iowa...	....do		
	27559	....do	Iowa...	....do		
	27559	....do	Iowa...	....do		
	27567	Hampton to Fredericktown	Iowa...	....do	339 00	54
	27567	....do	Iowa...	....do		
	27567	....do	Iowa...	....do		
	27567	....do	Iowa...	....do		
	27571	Lansing to Waukon	Iowa...	B. W. Beedy	589 00	94
	27571	....do	Iowa...	....do		
	27574	Waukon to Dorchester	Iowa ..	E. M. Hardin	219 00	1 05
	27581	Decorah to Mabel	Iowa...	J. D. Frier	339 00	1 08
	27582	Locust to Wilmington	Iowa...	B. W. Beedy	267 00	1 28
	27582	....do	Iowa...	....do		
	27582	....do	Iowa...	....do		
	27585	Cresco to Busti	Iowa ..	....do	436 00	1 39
	27585	....do	Iowa...	....do		
	27585	....do	Iowa...	....do		
	27585	....do	Iowa...	....do		
	27586	Cresco to Plymouth Rock	Iowa...	G. D. Moore	230 00	73
	27586	....do	Iowa...	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 1886	.....	Failure total	.....	$1 48
Jan. 9, 1886	Iuka	Failure to arrive and depart	.....	2 44
Jan. 9; March 30, 1886	.....	Failure total	.....	3 96
Jan. 8, 11, 15, 25, 27; March 31, 1886.	Waterloo	Failure on 1½ miles both ways	.....	1 62
Jan. 9; Feb. 5, 1886	.....	Failure total	.....	4 72
Jan. 8 to March 31, 1886	Bet. the Gums and Marks.	Failure to perform service 19 miles.	.....	88 89
Jan. 4, 11, 25; Feb. 5, 1886	Abbeville	Failure to arrive	.....	20 88
Jan. 5, 12, 26; Feb. 6, 1886	....do	Failure to depart		
Jan. 4, 11, 25; Feb. 5, 1886	Pontotoc	.....do		
Jan. 5, 12, 26; Feb. 6, 1886	....do	Failure to arrive		
Jan. 9, 12; Feb. 11, 1886	.....	Failure 3 round trips	.....	2 10
Jan. 9, 1886	McLeansborough	Failure to arrive and depart	.....	11 50
Jan. 4, 9, 18, 21, 28; Feb. 11, 12; March 29, 30, 1886.	Benton	.....do		
Jan. 8, 9, 11, 12; Feb. 13, 15, 1886.	Chester	.....do	.....	10 98
Jan. 6, 11, 22; Feb. 15, 1886	Flat Rock	.....do	.....	12 56
Jan. 7, 9, 16, 21, 1886	Vincennes	.....do		
		For keeping mail over night at his private residence.	$2 50	.....
Jan. 8, 9, 11, 12, 1886	.....	.....		
Feb. 15, 16, 25, 26, 1886	.....	Failure round trips six times a week.	.....	22 43
March 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 1886.	.....	Failure 5½ round trips, six times a week service.		
Jan. 9, 1886	.....	Failure round trip	.....	1 64
Feb. 15, 25, 1886	.....	Failure 2 round trips	.....	11 36
Jan. 9, 22; March 22, 1886	Reynolds	Failure to arrive and depart		
Jan. 9, 1886	Aledo	Failure to depart		
Jan. 8, 1886	....do	Failure to arrive		
.....	.....	Whereas the deduction ordered April 12, 1886, was calculated upon the assumption that the price of the half trip was $1.63 instead of $2.22, the correct amount; the pay of the contractor also stated at $509 instead of $693, the correct amount; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore, deduct	.....	3 84
Jan. 1886	.....	Failure 15 round trips, twelve times a week service.	.....	6 06
Jan. 9, 22, 23, 1886	.....	Failure 3 round trips, six times a week service.		
Jan. 4, 5, 7, 9, 8, 15, 18, 20, 21, 22, 26, 27; Feb. 4, 1886	Garner	Failure to arrive and depart	.....	25 80
Jan. 12, 1886	....do	Failure to arrive		
Jan. 16, 1886	....do	Failure to depart		
Jan. 8, 9, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 27, 28, 1886.	Forest City	Failure to arrive and depart		
Jan. 9, 16, 23, 1886	New Hampton	Failure to arrive and depart	.....	3 17
Jan. 22, 1886	....do	Failure on 9 miles each way		
Jan. 8, 16, 1886	Fredericksburg	Failure to arrive		
Jan. 16, 1886	....do	Failure to depart		
Jan. 9, 1886	.....	Failure on 10 miles both ways	.....	2 19
Jan. 22, 1886	.....	Failure on 11 miles both ways		
Jan. 9, 1886	.....	Failure total	.....	2 10
.....do	.....	.....do	.....	2 16
.....do	Locust	Failure to arrive	.....	3 84
.....do	....do	Failure to depart		
Jan. 9, 23, 1886	Wilmington	Failure to arrive and depart		
Jan. 23, 1886	Cresco	Failure to arrive	.....	2 78
Jan. 22, 1886	do	Failure to depart		
.....do	Busti	Failure to arrive		
Jan. 23, 1886	....do	Failure to depart		
Jan. 5, 12, 1886	Cresco	Failure to arrive and depart	.....	2 19
Jan. 12, 1886	Plymouth Rock	.....do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 15	27587	Cresco to Riceville to Osage ...	Iowa ..	J. W. Gooder.....	$394 81	$1 26
	27587	.....do	Iowa...	.....do	580 19	92
	27587	.....do	Iowa...	.....do	.....	.....
	27587	.....do	Iowa...	.....do	.....	.....
	27587	.....do	Iowa...	.....do	.....	.....
	27587	.....do	Iowa...	.....do	.....	.....
	27587	.....do	Iowa...	.....do	.....	.....
	27587	.....do	Iowa...	.....do	.....	.....
	27588	New Haven to Osage	Iowa...	E. M. Hardin.....	160 00	51
	27588	.....do	Iowa...	.....do	.....	.....
	27588	.....do	Iowa...	.....do	.....	.....
	27589	Osage to Meroa.....	Iowa...	E. M. Hardin.....	109 00	52
	27590	Osage to Rock Creek	Iowa...	B. W. Beedy.....	169 00	54
	27590	.....do	Iowa...	.....do	.....	.....
	27591	Osage to Stacyville.....	Iowa ..	J. D. Frier	469 00	74
	27591	.....do	Iowa...	.....do	.....	.....
	27591	.....do	Iowa...	.....do	.....	.....
	27592	Otranto to Otranto.....	Iowa...	E. M. Hardin.....	90 00	28
	27592	.....do	Iowa...	.....do	.....	.....
	27593	Riceville to Le Roy.....	Iowa...	.....do	261 72	83
	27593	.....do	Iowa...	.....do	.....	.....
	27595	Northwood to Fertile.....	Iowa...	Z. T. Carpenter	348 18	1 67
	27597	Forest City to Deering	Iowa...	E. M. Hardin.....	90 00	86
	27598	Forest City to Fertile.....	Iowa ..	E. M. Hardin	160 00	76
	27598	.....do	Iowa ..	.....do	.....	.....
	28245	Bethany to Jamesport.....	Mo	J. D. Frier.....	591 16	94
	28245	.....do	Mo	.....do	.....	.....
	28255	Eagleville to Grant City.....	Mo	E. M. Hardin	470 00	1 50
	28258	Gara to Albany	Mo	J. D. Smith	171 00	54
	28259	Albany to Allendale.....	Mo	J. D. Frier.....	439 00	70
	28260	Osborne to Berlin	Mo	.....do	539 00	86
	28261	Gaynor to Maryville	Mo	J. A. Craft	216 00	1 03
	28264	Kingsville to Bates City	Mo	R. Ritter.....	369 00	1 13
	28265	Grant City to Hopkins.....	Mo	.....do	723 00	1 15
	28266	Stanberry to Grant	Mo	W. H. Smith.....	337 00	1 08
	28271	Maryville to Saint Joseph.....	Mo	F. S. Smith.....	649 00	3 12
	28272	Savannah to Fillmore.....	Mo	J. A. Craft	317 00	50
	28274	Graham to Maryville	Mo	H. C. Slavens.....	490 00	78
	58278	Dotham to Fairfax.....	Mo	P. R. Schnebly.....	119 00	57
	28280	Rockport to Phillips.....	Mo	J. D. Frier..	278 83	19
	28280	..... do	Mo	.....do	.....	.....
	28282	Oxford to Stanberry	Mo	J. A. Craft.....	496 00	79
	28290	Smithville to Paradise	Mo	.....do	99 00	31
	28294	Sisk to Crab Orchard	Mo	G. W. Odell.....	125 00	60
	28301	Longwood to Sedalia.....	Mo	J. D. Frier.....	472 00	75
	30109	Covington to Shady Grove.....	La	J. J. Campbell.....	268 00	2 57
	30109	.....do	Pa	.....do	.....	.....
	30115	Amite City to Clinton.....	La	Z. T. Bennett.....	1,092 11	83
	30115	.....do	La	.....do	.....	1 82
	30115	.....do	La	.....do	.....	.....
	30115	.....do	La	.....do	.....	.....
	30115	.....do	La	.....do	.....	.....
	30115	.....do	La	.....do	.....	.....
	30119	Greenburgh to Live Oak Store.	La	Louisa McKnight.....	314 76	1 51
	30119	.....do	La	.....do	.....	.....
	30122	Raceland to Orange City.....	La	H. C. Birdsall	824 21	40
	30122	.....do	La	.....do	.....	1 81
	30122	.....do	La	.....do	.....	.....
	30122	.....do	La	.....do	.....	.....
	30129	Donaldsonville to Island	La	J. D. Emerson	788 00	1 25

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 11, 23; March 18, 1886..	Cresco	Failure to arrive three times a week.		
Jan. 4, 8, 22; March 19, 1886 ..	do	Failure to depart		
.....do	Riceville.....	Failure to arrive three times a week.		
Jan. 4, 11, 22; March 19, 1886 .	....do	Failure to depart		
Jan. 4, 1886.....	.....	Failure on 17 miles both ways, six times a week.	.....	$23 16
Jan. 8, 16, 1886.....	.....	Failure on 15 miles both ways, six times a week.		
Jan. 11, 22; March 19, 20, 1886	.....	Failure on 18 miles both ways, six times a week.		
Jan. 9, 1886.....	.....	Failure on 18 miles one way, six times a week.		
Jan. 9, 23, 1886	New Haven	Failure to arrive.....		
Jan. 9, 1886	....do	Failure to depart		
Jan. 9, 23; March 20, 1886....	Osage	Failure to arrive and depart ..		2 29
		Mail kept at house of carrier from March 20 to 23, 1886 ...	$1 00	.....
Jan. 8, 22, 1886	Osage	Failure to arrive and depart ..	.....	1 04
Jan. 4, 8, 22, 1886	.....	Failure total.....	.....	3 84
March 19, 1886.....	.....	Failure on 5 miles each way ..		
Jan. 8, 1886	.....	Failure on 11 miles one way .		
Jan. 9, 1886	.....	Failure on 16 miles one way ..	.....	2 63
Jan. 22, 1886	.....	Failure on 15 miles both ways.		
Jan. 21; March 20, 1886	.....	Failure on 1½ miles both ways.		
Feb. 25, 1886	.....	Failure total.....	.....	1 12
Jan. 9; March 20, 1886	.....	.....do.....		
Jan. 12, 886	Riceville	Failure to arrive and depart ..	.....	4 15
Jan. 8, 1886	.....	Failure total.....	.....	3 34
Jan., 1886	.....	Failure 1 round trip	.....	1 72
Jan. 23, 27, 1886	Forest City	Failure to arrive and depart..		
Jan. 9, 1886.....	Fertile	.....do	.....	2 28
Jan. 9, 12, 14, 1886.....	On the route	Failure on 10 miles.....		
Jan. 1, 3, 4, 5, 6, 8, 9, 10, 11, 13, 1886.	....do	Failure on 12 miles.....	.....	19 21
Jan. 22, 27, 1886	Between Hatfield and Grant City.	Failure equal to two-thirds of a trip.	.....	2 00
Jan. 1, 1886	.....	Failure to perform service	.....	1 08
Jan. 9, 1886	.....	.....do	.....	1 40
Jan. 8, 1886	.....	.....do	.....	1 72
Jan. 8, 22, 1886	.....	.... do	.....	4 12
Jan. 9, 1886	.....	.....do	.....	2 36
Jan. 8, 9, 1886.....	.....	Failure half trips	.....	2 30
Jan. 8, 1886	.....	.....do	.....	1 08
Jan. 5, 6; March 5, 6, 1886....	.....	.....do	.....	12 48
Jan. 8, 1886	.....	.....do	.....	1 00
Jan. 1, 5, 8, 9, 1886	.....	.....do	.....	6 24
Jan. 9; March 3, 1886.....	.....	.....do	.....	2 28
Jan. 4, 7, 8, 9, 10; Feb. 28; March 14, 28, 1886.	Phillips City.....	Failure to arrive 1 time.....	.....	
Jan. 4, 7, 8, 9, 10, 12, 16, 22, 23; Feb. 28; March 14, 28, 1886.	....do	Failure to depart 1 time	.....	1 90
Jan. 8, 9, 1866.....	.....	Failure to perform service	.....	3 16
Jan. 14; Feb. 11, 1886.....	.....	.....do	.....	1 24
Jan. 12, 1886	.....	.....do	.....	1 20
Jan. 8; Feb. 9, 1886.....	.....	.....do	.....	3 00
Jan. 4; March 8, 1886.....	.....	Failure total	.....	14 68
Jan. 18, 1886	.....	Failure on 30 miles totally....		
Jan. 4, 15, 1886	.....	Failure on 16 miles each way..		
Jan. 8, 1886	.....	Failure on 21 miles.....		
March 12, 1886	.....	Failure on 16 miles.....	.....	16 36
March 29, 1886	.....	Failure on 22 miles.....		
March 5, 1886	.....	Failure total (three times a week service).		
.....	Greensburgh	Mail delayed by drunken carrier.	2 00	.....
Jan. 15, 1886	....do	Failure to arrive		
Jan. 16, 1886	....do	Failure to depart	.....	1 55
Jan. 2, 9, 15, 1886.....	Lockport	Failure to arrive		
Jan. 1, 8, 15, 1886.....	....do	Failure to depart (three times a week service).		
Jan. 1, 8, 15, 29; Feb. 24, 1886..	Orange City	Failure to arrive	.....	21 72
Jan. 2, 9, 16, 30; Feb. 25, 1886..	....do	Failure to depart (being 50 per cent. over pro rata).		
Jan. 8, 1886.....	Donaldsonville....	Failure to arrive and depart ..	.....	1 25

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 15	30137	Clinton to Bluff Creek	La	J. J. Campbell	$109 00	$1 04
	30139	Clinton to Liberty Mills	La	J. T. Tisdale	420 00	2 01
	30139	....do	La	....do		
	30139	....do	La	....do		
	30139	....do	La	....do		
	30142	Port Hudson to Stony Point	La	J. C. Beedy	348 00	1 67
	30144	Live Oak Store to Baton Rouge	La	R. T. Christmas	249 00	1 19
	30144	....do	La	....do		
	30144	....do	La	....do		
	30144	....do	La	....do		
	30148	Port Vincent to Live Oak Store	La	B. M. Curtis	127 00	1 22
	30148	....do	La	....do		
	30152	La Fayette to Breame Bridge	La	J. J. Campbell	300 00	47
	30152	....do	La	....do		
	30152	....do	La	....do		
	30154	Cameron to Sabine Pass	La	J. McCullah	442 67	2 12
	30154	....do	La	....do		1 06
	30161	Rayne to Church Point	La	D. M. Bell	221 65	1 06
	30161	....do	La	....do		
	30161	....do	La	....do		
	30161	....do	La	....do		
	30163	Opelousas to La Place	La	E. P. Guifry	449 09	2 15
	30167	Washington to Chataiginger	La	J. J. Campbell	372 00	1 19
	30171	Washing ton to Ville Platte	La	....do	375 00	1 20
	35142	Madison to Arlington	Kans	C. W. Brown	900 00	2 88
	35142	....do	Kans	....do		
	35146	Argo to Gary	Dak	C. M. Brown	325 60	1 56
	35151	Gary to Millbank	Dak	....do	534 37	2 56
	35207	Valley City to Lisbon	Dak	....do	1,436 05	4 59
	35446	Bangor to Theodore	Dak	A. H. Brown	509 95	1 63
		RAILROAD SERVICE.				
	11027	Clifton Forge to Lynchburgh	Va	R. &. A. Rwy	5,183 35	2 28
	11027	....do	Va	....do		
	11029	Balcony Falls to Lexington	Va	....do	1,021 74	1 63
	23031	Dubuque to Centralia	Ill	Ill. Central Rwy	42,258 94	67 50
						33 75
	23031	Belleville to O'Fallon Depot	Ill	L. & N. Rwy	313 78	50
	23031	....do	Ill	....do		
	23032	East Saint Louis to Evansville	Ill	....do	13,936 78	9 54
						19 09
	23057	Rochelle to Rockford	Ill	C. & I. Rwy	1,186 76	1 89
	23064	Kempton to Kankakee Junction	Ill	Illinois Central Rwy	1,839 96	2 93
	24006	Detroit to Chicago	Mich	Michigan Central Rwy	84,341 13	115 53
						24 50
	24006	....do	Mich	....do		
	24013	Detroit to Mackinaw City	Mich	....do	36,477 75	58 27
						29 13
	27006	Chariton to Grant City	Iowa	C., B. & Q. Rwy	6,799 92	10 86
	27006	....do	Iowa	....do		
	27007	Creston to Hopkins	Iowa	....do	3,371 23	5 38
	27009	Villisca to Burlington Juncton	Iowa	....do	1,932 98	3 08
	27009	....do	Iowa	....do		
	27009	....do	Iowa	....do		
	27009	....do	Iowa	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Bluff Creek	Failure to arrive and depart		$1 04
Jan. 8; March 5, 1886	Liberty	Failure to arrive		
Jan. 9; March 6, 1886	do	Failure to depart		10 31
Jan. 4, 1886		Failure on 18 miles		
Jan. 15, 1886		Failure on 29 miles		
Jan. 4, 1886		Failure on 21 miles		2 69
Jan. 1, 1886	Baton Rouge	Failure to arrive		
Jan. 2, 1886	do	Failure to depart		2 38
Jan. 5, 1886	Live Oak Store	do		
Jan. 6, 1886	do	Failure to arrive		
Jan. 8, 1886		Failure on 8 miles		2 19
Jan. 15, 1886		Failure on 19 miles		
Jan. 11, 1886	LaFayette	Failure to depart		
Jan. 12, 1886	do	Failure to arrive		1 00
Jan. 11, 1886	Breame Ridge	Failure to arrive and depart		
Jan. 11, 1886		Failure on 6 miles, (twice-a-week service).		1 06
Jan. 14, 1886		Failure on 1 mile, (twice-a-week service).		
Jan. 8, 1886		Failure on 15½ miles		
March 26, 1886		Failure total		
March 5, 1886	Church Point	Failure to arrive and depart	$2 00	5 11
Jan. 18; March 12, 1886	Rayne	Mails wet		
Jan. 9, 1886		Failure total		4 30
Jan. 9, 11, 1886		do		4 76
Jan. 9, 1886		Failure on 14 miles		1 97
Jan. 8, 20; Feb. 3, 10, 17; Mar. 8, 19, 29, 1886.	Madison	Failure to arrive and depart		48 96
Jan. 8, 18, 20; Feb. 5, 12, 17; Mar. 10, 19, 29, 1886.	Arlington	do		
Jan. 20, 1886	Gary	do		3 12
Jan. 8, 9, 1886		Failure total		5 12
Mar. 19, 20, 1886		Failure round trip		9 18
Jan. 9, 1686		Failure total		2 26
Mar. 31, 1886	Glifton Forge	Failure to arrive and depart		12 42
do	Lynchburgh	Failure to arrive		
Jan. 5, 1886		Failure round trip		3 26
		The following trains failed to connect with depending mails at Dubuque: No. 2, Jan. 7, 9, 11, 23, 27, 29; Feb. 1, 2, 3, 4, 5; Mar. 9, 1886; No. 4, Dec. 9, 12, 1885; Jan. 21, 1886.	253 00	
Oct. 6, 19, 1885	O'Fallon Depot	Failure to arrive		1 00
Mar. 5, 1886	do	Failure half trip		
		The following train failed to connect with depending mails at East Saint Louis: No. 52, Jan. 8, 9, 10, 14, 15, 19, 24, 27, 28; Feb. 1, 2, 5, 6, 14, 15, 17 18; Mar. 9, 12, 15, 25, 26, 27, 28, 29, 30, and at Evansville, Jan. 28, 1886.		129 00
Jan. 22, 1886	Rochelle	Failure to arrive and depart		1 89
do		Failure round trip		5 86
Jan. 11, 1886	Detroit	Failure to connect		
	Chicago	The following trains failed to connect with depending mails: No. 5, Jan. 2; No. 9, Jan. 21; Feb. 2, 3, 5, 7, 17, 19; Mar. 17, 1886.	122 50	
No. 202, Feb. 2, 1886	Detroit	Failure to connect	14 50	
Jan. 21, 22, 27, 28, 30; Feb. 1, 2, 1886.	Grant City	Failure to arrive		
Jan. 22, 23, 28, 29; Feb. 1, 2, 3, 1886.	do	Failure to depart		76 02
Jan. 22, 1886		Failure round trip		10 76
Jan. 4, 7, 8, 1886	Viliisca	Failure to arrive		
Jan. 5, 8, 9, 1886	do	Failure to depart		
Jan. 4, 7, 8, 9, 1886	Burlington Junction.	Failure to arrive		20 02
Jan. 5, 8, 9, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 15	27014	Davenport to Union Pacific Transfer.	Iowa ..	C., R. I. & P. Rwy....	$42,843 76	$68 44
	27014	.....do	Iowa...	.....do	.....	.....
	27015	Des Moines to Indianola.....	Iowa...	.....do	1,457 50	2 32
	27015	.....do	Iowa...	.....do	.....	.....
	27015	.....do	Iowa...	.....do	.....	.....
	27016	Washington to Knoxville.....	Iowa...	.....do	4,704 81	7 51
		Remission.				
		STAR SERVICE.				
	23296	Louisville to Salem.....	Ill	S. A. Pond.....	944 00	3 02
		STAR SERVICE.				
Apr. 16	133	Flagstaff to Eustis	Me	B. W. Beedy.....	65 00	62
	134	Lakeside to Smithfield.....	Me	.....do	333 00	53
	134	..... do	Me	.....do	.....	.....
	134	.....do	Me	.....do	.....	.....
	134	.....do	Me	.....do	.....	.....
	135	Belgrade to New Sharon.....	Me	J. H. Thing.....	314 00	50
	135	.....do	Me	.....do	.....	.....
	135	.....do	Me	.....do	.....	.....
	135	.....do	Me	.....do	.....	.....
	135	.....do	Me	.....do	.....	.....
	138	Farmington to New Portland..	Me	E. C. Clark.....	363 15	57
	138	.....do	Me	.....do	.....	.....
	138	.....do	Me	.....do	.....	.....
	138	.....do	Me	.....do	.....	.....
	138	..... do	Me	..... do	.....	.....
	139	Farmington to Temple Mills..	Me	B. C. Clayton.....	150 00	23
	139	..... do	Me	.....do	.....	.....
	139	.....do	Me	.....do	.....	.....
	139	..... do	Me	.....do	.....	.....
	141	Kingfield to Eustis	Me	T. Ditson.....	124 00	39
	141	.....do	Me	.....do	.....	.....
	141	.....do	Me	.....do	.....	.....
	141	.....do	Me	.....do	.....	.....
	145	Chesterville to Wilton Depot..	Me	B. W. Beedy.....	309 00	49
	145	.....do	Me	.....do	.....	.....
	145	.....do	Me	.....do	.....	.....
	145	.....do	Me	.....do	.....	.....
	145	.....do	Me	.....do	.....	.....
	146	Wilton to Webb	Me	.....do	333 00	53
	146	.....do	Me	.....do	.....	.....
	146	.....do	Me	.....do	.....	.....
	146	.....do	Me	..... do	.....	.....
	146	.....do	Me	.....do	.....	.....
	146	.....do	Me	.....do	.....	.....
	147	South Carthage to Berry's Mills	Me	W. W. Wait.....	120 00	19
	147	.....do	Me	.....do	.....	.....
	148	North Jay to Dixfield	Me	L. H. Humphrey.....	401 12	64
	148	..... do	Me	.....do	.....	.....
	148	.....do	Me	.....do	.....	.....
	148	.....do	Me	.....do	.....	.....
	148	.....do	Me	.....do	.....	.....
	149	Gilbertville to Canton Point...	Me	J. R. Pigg	95 00	15
	149	.....do	Me	.....do	.....	.....
	149	..... do	Me	..... do	.....	.....
	151	Mexico to Rumford.....	Me	B. W. Beedy.....	179 00	57
	151	.....do	Me	.....do	.....	.....
	151	..... do	Me	.....do	.....	.....
	151	.....do	Me	.....do	.....	.....
	153	West Peru to Peru	Me	.....do	134 00	21
	153	.....do	Me	.....do	.....	.....
	153	.....do	Me	.....do	.....	.....
	153	.....do	Me	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 7, 8, 1886	Union Pacific Transfer.	Failure to arrive and depart	.....	$171 10
Jan. 9, 1886	....do	Failure to depart		
Jan. 9, 1886	Des Moines	do	.....	5 80
Jan. 22, 1886	....do	Failure to arrive and depart		
.....do	Indianola	.....do		
.....do	Washington	Failure to arrive	.....	3 75

Remit $1 52 of the deduction noted in report for April 12, 1886, it having been shown that an error was made in stating on case the number of trips per week as three instead of six, the correct number; also, the price of half trip was stated as $3.02 instead of $1.50, the correct amount. The deduction should have been $1.50 instead of $3.02.

Mar. 1, 2, 1886	.....	Failure to perform service	.....	$1 24
Feb. 13, 27; Mar. 1, 2, 3, 1886	Lakeside	Failure to arrive	.....	6 36
Feb. 13, 26, 27; Mar. 1, 2, 1886	....do	Failure to depart		
Feb. 27; Mar. 1, 2, 3, 4, 5, 1886	....do	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 4, 5, 6, 1886.	Smithfield	Failure to depart		
Feb. 27; Mar. 1, 2, 3, 1886	Belgrade	Failure to arrive	.....	5 50
Feb. 13, 25, 26, 27; Mar. 1, 2, 1886.	...do	Failure to depart		
Feb. 13, 26, 27; Mar. 1, 2, 3, 1886.	New Sharon	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 4, 1886	....do	Failure to depart		
Feb. 26, 1886	Farmington	do	.....	4 56
Mar. 3, 1886	... do	Failure to arrive		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to arrive and depart		
Feb. 26; Mar. 4, 1886	New Portland	Failure to arrive	.....	1 36
Feb. 27; Mar. 1, 2, 1886	... do	Failure to arrive and depart		
Feb. 26, 27; Mar. 1, 2, 1886	Farmington	Failure to arrive		
.....do	... do	Failure to depart		
Feb. 27; Mar. 1, 2, 1886	Temple Mills	Failure to arrive		
.....do	....do	Failure to depart		
Jan. 21; Feb. 16, 27; Mar. 2, 4, 1886.	Kingfield	.....do	.....	3 70
Jan. 22; Feb. 17; Mar. 1, 3, 5, 1886.	....do	Failure to arrive		
Jan. 21; Feb. 27; Mar. 2, 4, 1886.	Eustis	.....do		
Jan. 22; Feb. 27; Mar. 1, 3, 5, 1886.	....do	Failure to depart		
Jan. 9, 1886	Chesterville	Failure on two-thirds of a trip	.....	4 57
Feb. 26; Mar. 2, 4, 1886	....do	Failure to depart		
Feb. 27; Mar. 1, 1886	....do	Failure to arrive and depart		
Mar. 3, 1886	....do	Failure to arrive		
Feb. 27; Mar. 1, 2, 4, 1886	Wilton Depot	Failure to arrive and depart		
Feb. 26, 1886	Wilton	Failure to depart	.....	4 24
Feb. 27; Mar. 1, 2, 1886	....do	Failure to arrive and depart		
Mar. 3, 1886	....do	Failure to arrive		
Feb. 26, 1886	Webb	.....do		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to arrive and depart		
Mar. 3, 1886	....do	Failure to depart		
Feb. 26, 27; Mar. 1, 2, 31, 1886.	South Carthage	Failure to arrive and depart	.....	1 90
.....do	Berry's Mills	.....do		
Feb. 26, 27; Mar. 1, 2, 3, 1886	North Jay	.....do		
Mar. 4, 1886	... do	Failure to arrive	.....	5 76
Feb. 26, 1886	Dixfield	.....do		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to arrive and depart		
Feb. 26, 27; Mar. 1, 2, 3, 1886	Canton Point	.....do	.....	1 43
Feb. 26; Mar. 1, 2, 3, 1886	Gilbertville	.....do		
Feb. 27, 1886	....do	Failure to depart		
Feb. 26; Mar. 1, 1886	Mexico	Failure to arrive	.....	2 28
Feb. 27; Mar. 2, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 1886	Rumford	.....do		
Feb. 27; Mar. 2, 1886	....do	Failure to arrive		
Feb. 26, 27; Mar. 1, 3, 1886	West Peru	.....do	.....	1 68
Feb. 27; Mar. 1, 3, 4, 1886	....do	Failure to depart		
Feb. 26, 27; Mar. 1, 2, 3, 1886	Peru	.....do		
Feb. 27; Mar. 2, 4, 1886	....do	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 16	154	Bryant's Pond to Andover	Me	A. L. Tuttle	$550 00	$0 87
	154	do	Me	do		
	159	Buckfield to Sumner	Me	S. Doble	240 00	38
	159	do	Me	do		
	159	do	Me	do		
	160	Buckfield to Turner	Me	H. J. Gilbert	236 00	37
	160	do	Me	do		
	160	do	Me	do		
	160	do	Me	do		
	162	Livermore Centre to South Livermore.	Me	B. W. Beedy	148 00	23
	162	do	Me	do		
	162	do	Me	do		
	162	do	Me	do		
	162	do	Me	do		
	165	North Wayne to Kent's Hill	Me	L. Nichols	160 00	25
	165	do	Me	do		
	165	do	Me	do		
	165	do	Me	do		
	12119	Hanging Rock to Fabius	W. Va	B. McDonald	247 00	1 18
	12119	do	W. Va	do		
	12125	Keyser to Moorfield Junction	W. Va	S. B. Parker	255 77	40
	12125	do	W. Va	do		
	12125	do	W. Va	do		
	12125	do	W. Va	do		
	12126	Ree's Tannery to Greenland	W. Va	J. D. Smith	495 00	79
	12126	do	W. Va	do		
	12136	Moorfield to Wardensville	W. Va	R. H. McCleave	449 00	1 43
	12137	Moorfield to Petersburgh	W. Va	C. P. Hill	109 00	34
	12137	do	W. Va	do		
	12185	Fairmont to Clarksburgh	W. Va	T. L. & C. B. Nay	800 00	95
	12188	Barton's Ferry to Adamsville	W. Va	W. B. Jones	250 00	39
	12193	Clarksburgh to West Milford	W. Va	V. Boreing	149 00	47
	12223	Middlebourne to Pennsborough.	W. Va	Wm. Baker	349 00	1 11
	12223	do	W. Va	do		
	12224	Middlebourne to Ellensborough.	W. Va	D. H. Fletcher	299 00	95
	12224	do	W. Va	do		
	12228	Sisterville to Hebron	W. Va	R. H. Bolton	295 00	94
	12228	do	W. Va	do		
	12236	Parkersburgh to Parkersburgh.	W. Va	B. W. Beedy	190 00	60
	12240	Mineral Wells to Jackson C. H.	W. Va	J. D. Smith	560 00	1 79
	12240	do	W. Va	do		
	12240	do	W. Va	do		
	12241	Limestone Hill to Garfield	W. Va	do	58 14	55
	12241	do	W. Va	do		
	12242	Burning Springs to Grantsville.	W. Va	do	348 00	1 67
	12242	do	W. Va	do		
	12242	do	W. Va	do		
	12242	do	W. Va	do		
	12243	Burning Springs to Spencer	W. Va	R. W. Wine	395 00	63
	12243	do	W. Va	do		
	12243	do	W. Va	do		
	12244	Burning Springs to Arnoldsburgh.	W. Va	J. C. Foley	172 00	1 65
	12245	Elizabeth to Reedy	W. Va	P. R. Schnebly	177 00	86
	12245	do	W. Va	do		
	12245	do	W. Va	do		
	12245	do	W. Va	do		
	12246	Elizabeth to Belleton	W. Va	W. H. Smith	317 00	1 52
	12251	Ritchie to Grantsville	W. Va	J. Hulderman	824 00	1 31
	12251	do	W. Va	do		
	12251	do	W. Va	do		
	12252	Ellenburgh to Murphy's	W. Va	W. H. Smith	340 00	1 63
	12253	Petroleum to Ore Bon	W. Va	J. D. Smith	124 00	59
	12254	Weston to Philippi	W. Va	W. H. Smith	523 50	1 67
	12254	do	W. Va	do		
	12254	do	W. Va	do		
	12254	do	W. Va	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 9; Feb. 26, 27; Mar. 1, 2, 3, 1886.	Andover	Failure to arrive	.....	$5 22
Jan. 6; Feb. 27; Mar. 1, 2, 3, 1886.	....do	Failure to depart		
Feb. 26, 27; Mar. 2, 3, 1886	Buckfield	Failure to arrive and depart	.....	3 23
Feb. 26, 1886	Sumner	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	....do	Failure to arrive and depart		
Feb. 26, 27; Mar. 1, 1886	Buckfield	Failure to depart	.....	2 22
Feb. 27; Mar. 2, 3, 1886	do	Failure to arrive		
Feb. 26; Mar. 1, 2, 1886	Turner	....do		
Feb. 27; Mar. 2, 3, 1886	....do	Failure to depart		
Feb. 26, 1886	Livermore Centre	Failure to arrive	.....	1 73
Feb. 27; Mar. 2, 3, 1886	....do	Failure to arrive and depart		
Mar. 4, 1886	....do	Failure to depart		
Feb. 26, 1886	South Livermore	....do		
Feb. 27; Mar. 1, 2, 1886	do	Failure to arrive and depart		
Feb. 26; Mar. 1, 2, 1886	North Wayne	Failure to arrive	.....	1 13
Feb. 27; Mar. 1, 2, 1886	....do	Failure to depart		
Feb. 26; Mar. 1, 1886	Kent's Hill	....do		
Mar. 1, 1886	....do	Failure to arrive		
Mar. 30, 1886	Hanging Rock	Failure to depart	.....	1 18
Mar. 31, 1886	....do	Failure to arrive		
Jan. 12; Mar. 31, 1886	Keyser	....do		
Jan. 12, 1886	....do	Failure to depart	.....	1 94
Jan. 12; Mar. 31, 1886	Moorfield	Failure to arrive and depart		
Jan. 13, 1886	....do	Failure on 13 miles each way		
Mar. 31, 1886		Failure total	.....	1 94
Jan. 11, 1886		Failure on 3¾ miles each way		
Mar. 31, 1886		Failure on 29 miles both ways	.....	2 70
Feb. 15; Mar. 29, 31, 1886		Failure total	.....	2 16
Feb. 26, 1886		Failure on 2 miles both ways		
Jan. 11, 1886		Failure total	.....	1 90
Jan. 11, 20, 21, 22, 28; Feb. 5, 1886.	Barton's Ferry	Failure to arrive and depart	.....	2 35
Mar. 20, 1886	West Milford	Mail-carrier drunk in road in his hack; mail brought by a citizen.	$5 00	.....
Jan. 12, 1886	Middlebourne	Failure to arrive	.....	1 11
Jan, 11, 1886	....do	Failure to depart		
Jan. 9, 1886		Failure on 9 miles each way	.....	1 82
Jan. 16, 1886		Failure on 14 miles each way		
Jan. 5, 10, 1886		Failure on 11 miles each way	.....	2 82
Jan. 9, 1886		Failure on 8 miles both ways		
Jan. 12, 1886		Failure total	.....	1 20
Jan. 4, 1886		Failure on 7 miles both ways		
Jan. 16, 1886		Failure on 5 miles both ways	.....	2 70
Mar. 31, 1886		Failure on 13 miles both ways		
Jan. 18, 1886	Limestone Hill	Failure to arrive and depart	.....	1 10
Jan. 11, 1886	Garfield	....do		
Jan. 13, 16, 1886	Burning Springs	Failure to arrive		
Jan. 12, 1886	....do	Failure to depart	.....	4 17
Jan. 12, 1886	Grantsville	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart		
Feb. 3, 1886		Failure on 17 miles both ways		
Feb. 10, 11, 1886		Failure on 1 mile both ways	.....	15 04
Jan. 9, 11, 16, 18, 19, 20, 21, 22; Feb. 4, 5; Mar. 31, 1886.		Failure total		
Jan. 13, 20; Feb. 3; Mar. 31, 1886.		Failure on 20 miles both ways	.....	11 00
Jan. 13, 1886		Failure on 8½ miles both ways		
Feb. 20, 1886		Failure on 13¼ miles both ways	.....	9 89
Jan. 9, 19; Feb. 2, 13, 1886	Elizabeth	Failure to arrive and depart		
Jan. 9, 19, 5; Feb. 2, 13, 1886	Reedy	....do		
Jan. 11, 12, 1886		Failure total	.....	3 04
Jan. 4, 1886		Failure on 20 miles both ways		
Jan. 16, 1886		Failure on 24 miles both ways	.....	5 96
Mar. 31, 1886		Failure on 13 miles both ways		
Jan. 11, 12, 1886		Failure total	.....	3 26
Mar. 31, 1886		....do	.....	1 18
Jan. 11; Mar. 31, 1886	Weston	Failure to arrive		
Jan. 9, 1886	....do	Failure to depart	.....	4 17
....do	Philippi	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 16	12255	Weston to Bulltown	W. Va.	H. W. Smith	$740 00	$1 18
	12255	do	W. Va.	do		
	12258	Weston to Sand Fork	W. Va.	do	290 00	1 39
	12258	do	W. Va.	do		
	12263	Buckhannon to Beverly	W. Va.	do	440 00	1 41
	12263	do	W. Va.	do		
	12266	Rock Cave to Webster	W. Va.	T. M. Chenoront	845 00	1 34
	12266	do	W. Va.	do		
	12269	Webster C. H. to Nicholas C. H.	W. Va.	F. H. Mollohan	455 71	1 45
	12272	Huntsville to Frost	W. Va.	J. D. Smith	123 00	59
	12272	do	W. Va.	do		
	12273	Huntersville to Warm Springs	W. Va.	J. Landes	608 00	97
	12273	do	W. Va.	do		
	12273	do	W. Va.	do		
	12273	do	W. Va.	do		
	12274	Edray to Dunmore	W. Va	V. Boreing	139 00	66
	12274	do	W. Va.	do		
	12275	Traveller's Repose to Huntersville.	W. Va.	B. W. Beedy	430 00	1 37
	12275	do	W. Va.	do		
	12276	Lewisburgh to Sewell Depot	W. Va.	W. H. Smith	424 00	2 03
	12277	Lewisburgh to Huntersville	W. Va.	do	699 00	2 24
	12277	do	W. Va.	do		
	12281	Meadow Bluff to Nicholas C. H,	W. Va.	C. Rogers	390 00	1 87
	12281	do	W. Va	do		
	12284	Fairmont to Morgantown	W. Va.	J. D. Smith	490 00	78
	12284	do	W. Va.	do		
	12284	do	W. Va.	do		
	12284	do	W. Va	do		
	13123	Big Spring to Ocona	N. C	T. G. Gibson	102 00	49
	13123	do	N. C	do	153 00	
	13126	East La Porte to Cherryfield	N. C	do	320 00	1 53
	13133	Jonathan's Creek to Mount Sterling.	N. C	D. H. Nelson	320 00	1 05
	13136	Waynesvile to Fries Creek	N. C	T. G. Gibson	324 00	1 03
						1 04
	13143	Warm Springs to Spring Creek	N. C	L. M. Segle	160 00	51
	13143	do	N. C	do		
	13146	Ashville to Crab Tree	N. C	T. G. Gibson	721 36	60
	13157	Chimney Rock to Columbus	N. C	do	115 50	1 10
	13167	Hollow Poplar to Day Book	N. C	J. G. Cooper	81 49	38
	13167	do	N. C	do		
	13167	do	N. C	do		
	13167	do	N. C	do		
	13188	Lenoir to Trade	N. C	E. T. Clemmons	1,065 07	1 68
	13188	do	N. C	do		
	13188	do	N. C	do		
	13188	do	N. C	do		
	13195	Morganton to Table Rock	N. C	J. F. Baatle	138 00	66
	13198	Perkinsville to Blowing Rock	N. C	H. M. Webb	199 00	95
	13198	do	N. C	do		
	13243	Nathan's Creek to Elk Creek	N. C	H. N. Woodruff	128 00	41
	13252	Mount Airy to Low Gap	N. C	do	97 00	46
	13374	Durham to South Lowell	N. C	A. Easley	488 88	1 56
	13374	do	N. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 31, 1886	Weston	Failure to arrive	.....	$1 77
....do	Bulltown	Failure to arrive and depart		
Jan. 2, 1886	Weston	....do	.....	3 47
Jan. 12, 1886	Sand Fork	Failure to arrive and depart (1¼ pro rata)		
Jan. 11, 1886	Buckhannon	Failure to arrive and depart	.....	2 82
Feb. 5; Mar. 31, 1886	Beverly	Failure to connect in middle of route.		
Feb. 5, 1886	.....	Failure on 18 miles both ways.	.....	2 64
Mar. 31, 1886	.....	Failure to arrive and depart		
Jan. 11; Feb. 5; Mar. 31, 1886.	Webster C. H	....do	.....	4 35
Feb. 13, 1886	.....	Failure on 1 mile each way	.....	1 26
Mar. 31, 1886	.....	Failure total		
Jan. 4, 5, 11, 28; Feb. 3, 5, 11, 12, 13, 16, 25, 26; Mar. 27, 29, 30, 31, 1886.	Hundersvile	Failure to arrive	.....	21 34
Jan. 5, 6, 18, 29; Feb. 5, 8, 12, 16, 26, 27; Mar. 22, 29, 30, 31, 1886.	....do	Failure to depart		
Jan. 4, 5, 12; Feb. 13; Mar. 27, 30, 31, 1886.	Warm Springs	Failure to arrive		
Jan. 4, 5, 12; Feb. 13; Mar. 27, 30, 31, 1886.	....do	Failure to depart		
Jan. 6; Feb. 13; Mar. 27, 1886	.....	Failure on 8 miles each way	.....	3 20
Mar. 31, 1886	.....	Failure on 15 miles both ways		
....do	Traveller's Repose	Failure to depart	.....	1 37
....do	Huntersville	Failure to arrive		
Feb. 4, 1886	Sewell Depot	Failure to arrive and depart	.....	2 03
Jan. 4; Feb. 12; Mar. 29, 31, 1886.	Huntersville	Failure to arrive	.....	7 86
Jan. 5; Feb. 13; Mar. 30, 1886.	....do	Failure to depart		
Jan. 12, 1886	.....	Failure total	.....	4 26
Jan. 19, 1886	.....	Failure on 6 miles each way		
Jan. 9, 11, 12, 1886	Fairmont	Failure to arrive	.....	3 90
Jan. 11, 12, 1886	....do	Failure to depart		
Jan. 9, 11, 1886	Morgantown	Failure to arrive		
Jan 9, 12; Mar. 15, 1886	....do	Failure to depart		
Jan. 9, 1886	.....	Failure round trip	.....	1 44
Mar. 30, 1886	.....	Failure on 5⅝ miles each way		
Jan. 19, 1886	.....	Failure on 17 miles each way	.....	1 57
Jan. 12, 13, 1886	.....	Failure round trip	.....	2 10
Jan. 4, 11, 13, 18; Feb. 3, 5, 26; Mar. 26, 29, 31, 1886.	.....	Failure on 15 miles each way	.....	11 46
Jan. 12, 1886	.....	Failure round trip	.....	1 96
Mar. 31, 1886	.....	Failure on 12 miles each way		
.....	.....	Whereas the deduction ordered April 12, 1886, was calculated upon the assumption that the distance between Ashville and Leicester was 11 miles instead of 12 miles, made by the addition of Coventry P. O.; and whereas a further deduction is necessary in order that the whole deduction may be equal to the value of the service lost; therefore deduct	.....	11
Jan. 9, 1886	.....	Failure on 10½ miles each way	.....	1 02
Jan. 5, 12; Mar. 30, 1886	Hollow Poplar	Failure to arrive and depart		
Jan. 11, 1886	Day Book	Failure to arrive	.....	1 52
Jan. 12, 1886	....do	....do		
Jan. 11, 12, 1886	.....	Failure on round trips		
Jan. 13, 14, 1886	.....	Failure on 14 miles each way	.....	12 19
Jan. 15, 1886	Lenoir	Failure to arrive and depart		
Jan 4, 1886	Trade	....do		
Jan. 5, 1886	.....	Failure on round trip	.....	2 64
Jan. 5, 1886	.....	Failure round trip	.....	2 85
Jan. 12, 1886	Perkinsville	Failure to arrive and depart		
Jan. 5, 9, 12, 14, 19, 30; Mar. 30, 1886.	.....	Failure on 7 miles each way	.....	3 09
Jan. 4, 11, 1885	.....	Failure on 18 miles each way	.....	1 58
Jan. 12, 1886	.....	Failure on 23½ miles each way	.....	5 39
Mar. 30, 1886	.....	Failure on 27½ miles each way		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 16	13503	Beaufort to Smyrna	N. C	S. D. Castleman	$279 00	$0 89
	13515	Haslin to Swan Quarter	N. C	E. T. Clemmons	571 00	1 83
	13549	Rutherfordtown to Oak Springs	N. C	J. D. Smith	118 00	56
	13549	do	N. C	do		
	13594	Oxford to Durham	N. C	H. W. Winslow	372 36	1 19
	13612	Turkey Cove to South Toe	N. C	D. S. Ballow	58 00	55
	18148	Oxford to Batesville	Miss	J. J. Campbell	396 00	1 90
	18149	Oxford to Dallas	Miss	J. W. Watts	200 00	1 25
	18149	do	Miss	do		
	18150	Oxford to Pontotoc	Miss	J. A. Craft	744 00	2 38
	18150	do	Miss	do		
	18153	New Albany to Pontotoc	Miss	G. W. Snider	321 94	1 03
	18154	New Albany to Cornersville	Miss	J. C. Harris	154 00	74
	18158	Pontotoc to Troy	Miss	J. J. Campbell	238 50	76
	18159	Pontotoc to Houston	Miss	D. E. Hickman	419 00	1 34
	18160	Shannon to Cardsville	Miss	J. J. Campbell	290 00	1 39
	18161	Tupelo to Pontotoc	Miss	C. C. Morse	598 00	95
	18167	Fulton to Bel Green	Miss	G. L. Davis	508 00	2 44
	18172	Coffeeville to Pittsborough	Miss	J. J. Campbell	449 00	2 15
	18172	do	Miss	do		
	18172	do	Miss	do		
	18172	do	Miss	do		
	18173	do	Miss	C. C. Morse	833 00	1 33
	18173	do	Miss	do		
	18173	do	Miss	do		
	18174	Coffeeville to Pontotoc	Miss	N. Goode	849 00	2 72
	18174	do	Miss	do		
	18174	do	Miss	do		
	18177	Cherry Hill to Sarepta	Miss	Griffin & Goode	149 00	71
	18177	do	Miss	do		
	18178	Pittsborough to Houston	Miss	J. J. Campbell	398 00	1 27
	18180	Buena Vista to Big Springs	Miss	F. A. Mixon	221 88	74
	18180	do	Miss	do		
	18183	Houston to Montpelier	Miss	W. V. Saul	259 00	83
	18183	do	Miss	do		
	18197	Carrollton to Smith's Mills	Miss	J. J. Campbell	249 71	1 20
	18197	do	Miss	do		
	18209	Winona to Walthall	Miss	do	1,190 00	1 89
	18209	do	Miss	do		
	18209	do	Miss	do		
	18209	do	Miss	do		
	25107	Franksville to Hale's Corners	Wis	W. L. Argue	490 00	1 57
	25108	Burlington to Burlington	Wis	W. H. Turner	320 00	51
	25117	Evansville to Edgerton	Wis	E. F. Warren	779 00	1 24
	25117	do	Wis	do		
	25124	New Glarus to Monroe	Wis	do	487 00	77
	25126	Darlington to Monroe	Wis	R. Ritter	533 00	1 70
	25126	do	Wis	do		
	25162	East Bristol to De Forest	Wis	B. W. Beedy	243 00	77
	25165	Cambridge to Stoughton	Wis	W. L. Argue	679 00	1 08
	25175	Watertown to Watertown	Wis	J. P. Colgrove	259 00	83
	25176	Watertown to Lake Mills	Wis	W. C. Elliott	400 00	63
	25186	Milwaukee to Caldwell	Wis	W. L. Argue	442 50	1 41
	25192	Fredonia to Kewaskum	Wis	H. Stork	210 00	67
	25199	West Bend to West	Wis	J. B. Colegrove	239 00	1 14
	25219	Portage to Friendship	Wis	E. F. Warren	897 00	2 87
	26219	do	Wis	do		
	25219	do	Wis	do		
	25226	Richland Center to Cazenovia	Wis	do	1,066 00	1 69
	25226	do	Wis	do		
	25226	do	Wis	do		
	22226	do	Wis	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Whereas the deduction ordered April 12, 1886, was calculated upon the assumpthat the annual pay is $189 instead of $279, the correct amount, and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct.....	.....	$1 20
Feb. 5, 1886.....	.....	Failure round trip	.....	3 66
Jan. 12, 16; Feb. 16, 1886.....	.....	.....do	.....	3 92
Mar. 30, 1886	Oak Springs	Failure to arrive and depart ..	.....	
Mar. 31, 1886.....	.....	Failure round trip	.....	2 38
Jan. 15; Feb. 25, 1886	.....	.....do	.....	2 20
Jan. 8, 1886	.....	Failure total	.....	3 80
Jan. 9, 1886.....	.....	Failure on 17 miles both ways.	.....	4 52
Feb. 13, 1886	.....	Failure total.....		
Jan. 15, 1886.....	Oxford.....	Failure to arrive.....	.....	2 38
Jan. 16, 1886	....do	Failure to depart		
Jan 9, 1886	.....	Failure total.....	.....	2 06
Jan. 2, 9, 16, 19; Mor. 30, 1886..	.....	do	.....	7 40
Jan. 2, 1886	Pontotoc..... ..	Wet mail	$1 00	
Jan. 25; Feb. 3, 1886.....	.....	Failure total.....	.....	5 36
Jan. 5, 1886.....	Cardsville	Failure on 19 miles both ways	.....	2 40
Jan. 2, 1886	Pontotoc.....	Wet mail	1 00	
Jan. 26; Mar. 30, 1886	Bel Green	Failure to arrive and depart ..	.....	4 88
Jan. 2, 6, 9, 13, 16, 1886.....	Coffeeville	Failure to arrive.....		
Jan. 1, 5, 8, 12, 1886.....	do	Failure to depart	.....	16 12
Jan. 5, 8, 12, 1886	Pittsborough	Failure to arrive.....		
Jan. 6, 9, 13, 13, 1886.	.. do	Failure to depart		
Jan. 2, 1886	Coffeeville	Failure on 15 miles both ways		
Feb. 11, 1886.....	do	Failure to arrive and depart	.....	3 83
Jan. 9, 1886	Pittsborough	Failure on 8½ miles (estimated)		
Jan. 8, 1886	Coffeeville	Failure to arrive and depart..	.....	5 44
Jan. 23, 1886	Pontotoc.....	.....do		
Jan. 22, 1886.....	.....	Wet mail	1 00	
Jan. 5, 12, 16, 19; Feb. 2, 13, 27, 1886.	Cherry Hill	Failure to arrive and depart..	.....	7 36
Jan. 9, 23, 1886	....do	Failure on 16 miles both ways.		
Feb. 19, 1886.....	Houston	Failure to arrive and depart ..	.....	1 27
Jan. 9, 1886	Buena Vista	.....do	.....	1 48
Mar. 30, 1886	Big Springs	.....do		
Jan. 8, 1886.....	Hor stan	Failure on 15 miles both ways.	.....	2 07
Jan. 11, 1886.....	... .	.....do		
Feb. 11, 25, 1886.....	Carrollton	Failure to arrive and depart ..		
Jan. 11, 18; Feb. 11, 25; Mar. 29, 1886.	Smith's Mills	.....do	.....	8 40
Jan. 2, 8, 1886.....	Winona.....	.....do		
Jan. 9, 1886	....do	Failure on 7 miles both ways..	.....	9 45
Jan. 15; Feb. 27, 1886.....	....do	Failure on 10 miles both ways.		
Feb. 11; Mar. 20, 1886	....do	Failure on 12 miles both ways		
Jan. 23, 1886.....	.....	Failure half trip	.....	1 57
.... do	.....	Failure to perform service	.....	1 02
Jan. 1, 4, 9, 23; Feb. 22, 25, 1886.	.....	.....do		
Feb. 10, 12, 18, 22, 25; Mar. 19, 20, 22, 23, 25, 26, 30, 31, 1886.	.....	Failure half trips	.....	31 00
Mar. (24–25), 1886	.....	Failure to perform trip	.....	1 54
Mar. 22, 1886	.....	Failure on 17 miles.....	.....	6 58
Mar. 23, 29, 31, 1886	.....	Failure on 15 miles.....		
Jan. 9, 1886	.....	Failure to perform service....	.....	1 54
Jan. 23, 1886.....	.....	.....do	.....	2 16
Jan. 23, 1886	.....	.....do	.....	1 66
Jan. 22, 23, 1886.....	.....	Failure to perform service....	.....	1 26
.....do	.....	Failure on 23 miles.....	.....	2 70
Jan. 22, 1886.....	.....	Failure to perform service	.....	1 34
.....do	.....	Failure half trip	.....	1 14
Jan. 23, 1886.....	Friendship	Failure to arrive		
Jan. 25, 1886.....	....do	Failure to depart	.....	4 06
Feb. 25, 26, 1886.....	.....	Failure on 10 miles.....		
Mar. 18, 22, 1886	Richland	Failure to arrive		
Mar. 19, 1886	Center.....	Failure to depart	.....	5 07
Mar. 18, 22, 1886	Cazenovia	Failure to depart		
Mar. 19, 1886	....do	Failure to arrive.....		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 16	25247	La Crosse to Lansing	Wis	W. L. Argue	$817 00	$2 68 41
	25247	do	Wis	do		
	25259	Cataract to Black River Falls	Wis	D. W. Cody	263 02	1 26
	25262	Davis Corners to Kilbourn City	Wis	L. H. Fogle	169 00	54
	25266	Friendship to Grand Rapids	Wis	W. L. Argue	617 00	2 96
	27611	Prairie Hill to Woodland	Iowa	B. W. Beedy	170 00	54
	27611	do	Iowa	do		
	27611	do	Iowa	do		
	27611	do	Iowa	do		
	27616	Sharon Center to Bon Accord	Iowa	N. J. Petersheim	100 00	32
	27616	do	Iowa	do		
	27621	Independence to Vinton	Iowa	S. A. Pond	524 11	1 67
	27621	do	Iowa	do		
	27623	College Springs to Clarinda	Iowa	W. F. Hansberger	386 00	61
	27625	Clarinda to Corning	Iowa	S. A. Pond	659 27	2 11
	27625	do	Iowa	do		
	27625	do	Iowa	do		
	27625	do	Iowa	do		
	27889	Belmond to Renwick	Iowa	J. L. Strabala	320 00	1 02
	27889	do	Iowa	do		
	27889	do	Iowa	do		
	27889	do	Iowa	do		
	27633	Bancroft to Fairmont	Iowa	do	547 00	1 75
	27633	do	Iowa	do		
	27633	do	Iowa	do		
	27633	do	Iowa	do		
	27639	Orient to Fisk	Iowa	C. C. Morse	113 00	54
	27639	do	Iowa	do		
	27640	New London to Lowell	Iowa	J. L. Strabala	240 28	38
	27640	do	Iowa	do		
	27641	Logan to Persia	Iowa	J. A. Craft	313 00	1 00
	27641	do	Iowa	do		
	27641	do	Iowa	do		
	27641	do	Iowa	do		
	27641	do	Iowa	do		
	27641	do	Iowa	do		
	27643	Coon Rapids to Guthrie Center	Iowa	W. F. Hansberger	493 00	1 58
	37643	do	Iowa	do		
	27643	do	Iowa	do		
	27643	do	Iowa	do		
	27646	Alta to Schaler	Iowa	A. N. Sanborn	267 00	85
	27646	do	Iowa	do		
	27647	Hoprig to High Lake	Iowa	do	127 00	61
	27649	Winthrop to Troy Mills	Iowa	do	229 44	1 10
	27649	do	Iowa	do		
	27649	do	Iowa	do		
	27649	do	Iowa	do		
	27651	Soldier to Mapleton	Iowa	F. S. Smith	259 00	1 24
	27651	do	Iowa	do		
	27654	Olympus to Woodbine	Iowa	A. N. Sanborn	147 00	70
	27655	Clyde to Mingo	Iowa	do	157 00	50
	27660	Ida Grove to Holstein	Iowa	W. E. Hecht	125 00	1 40
	27660	do	Iowa	do		
	27663	Audubon to Guthrie Center	Iowa	N. Payne	520 00	1 66
	27663	do	Iowa	do		
	27063	do	Iowa	do		
	27663	do	Iowa	do		
	27663	do	Iowa	do		
	27688	Lark to Fertile	Iowa	O. Persson	80 00	38
	27688	do	Iowa	do		
	27670	McKnight to West Bend	Iowa	M. F. Craft	99 00	47
	27681	Surry to Augurs	Iowa	M. T. Craft	198 00	31
	27687	Muscatine to Ferdinand	Iowa	F. Reynolds	300 00	96
	30179	Pineville to Harrisonburgh	La	W. M. Head	1,350 00	4 32
	30179	do	La	do		
	30182	Alexandria to Leesburgh	La	B. Magoffin	1,330 00	4 25
	30182	do	La	do		
	30186	Babb's Bridge to Sugartown	La	John Landes	218 40	2 09

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 22, 23, 1886	Three times a week service.	Failure on 33 miles	.....	$6 17
Jan. 4; Mar. 26, 1886	Six times a week service.	Failure to perform trips		
Jan. 23, 1886	.....	Failure half trip	.....	1 26
Jan. 9, 1886	.....	Failure to perform service	.....	1 08
Jan. 22, 23, 1886	.....	Failure on 20 miles	.....	2 75
Jan. 4, 1886	.....	Failure on 1½ miles both ways.	.....	1 96
Jan. 8, 1886	.....	Failure on 4½ miles both ways.		
Jan. 11, 1886	.....	Failure on ½ mile both ways...		
Jan. 22, 1886	.....	Failure on 3½ miles both ways.		
Jan. 9, 23, 1886	.....	Failure total	.....	1 60
Mar. 20, 1886	Bon Accord	Failure to arrive and depart ..		
Jan. 9, 1886	.....	Failure on 11 miles both ways	.....	1 81
Jan. 22, 1886	.....	Failure on 5 miles both ways .		
Jan. 5, 8, 9, 1886	.....	Failure total	.....	3 66
Jan. 7, 9, 21; Feb. 4, 1886	Clarinda	Failure to arrive	.....	20 04
Jan. 8, 11; Feb. 3, 1886	....do	Failure to depart		
Jan. 8, 11, 18, 22, 27; Feb. 3, 1886.	Corning	Failure to arrive		
Jan. 7, 9, 19, 23, 26; Feb. 4, 1886	....do	Failure to depart		
Jan. 4, 8, 11, 18, 22, 1886	Belmond	Failure to arrive	.....	8 67
Jan. 5, 9, 16, 23, 1886	....do	Failure to depart		
Jan. 5, 7, 9, 23, 1886	Kenwick	Failure to arrive		
Jan. 4, 8, 11, 22, 1886	....do	Failure to depart		
Jan. 7, 9, 1886	Bancroft	Failure to arrive	.....	6 12
Jan. 8, 1886	....do	Failure to depart		
Jan. 6, 8, 1886	Fairmont	Failure to arrive		
Jan. 7, 9, 1886	....do	Failure to depart		
Jan. 16, 19, 1886	Orient	Failure to arrive and depart ..	.....	2 16
Jan. 9, 23, 1886	Fisk	.....do		
Jan. 9, 1886	.....	Failure on 5½ miles	.....	1 21
Jan. 22, 1886	.....	Failure on 6½ miles both ways.		
Jan. 5, 7, 1886	Logan	Failure to arrive	.....	4 43
Jan. 4, 1886	....do	Failure to depart		
.....do	Persia	Failure to arrive		
Jan. 5, 7, 1886	....do	Failure to depart		
Jan. 8, 9, 1886	.....	Failure on 12 miles one way...		
Jan. 5, 7, 9, 19, 1886	Coon Rapids	Failure to arrive	.....	12 64
Jan. 4, 8, 11, 18, 1886	....do	Failure to depart		
.....do	Guthrie Center...	Failure to arrive		
Jan. 5, 7, 9, 19, 1866	....do	Failure to depart		
Jan. 9; Mar. 20, 1886	.....	Failure total	.....	4 10
Jan. 7, 1886	.....	Failure on 6¼ miles both ways.		
Jan. 9, 1886	.....	Failure total	.....	1 22
.....do	Winthrop	Failure to arrive and depart..	.....	5 91
Jan. 9; Mar. 20, 1886	Troy Mills	Failure to arrive and depart.		
Jan. 20, 1886	....do	Failure on 8½ miles both ways.		
Jan. 23, 1886	.....	Failure on 13½ miles both ways.		
Jan. 8, 1886	.....	Failure total	.....	4 96
Jan. 18, 22, 1886	Soldier	Failure to arrive and depart..		
Jan. 12, 1886	.....	Failure total	.....	1 40
Jan. 9; Mar. 20, 1886	.....	.....do	.....	2 00
Jan. 4, 8; Mar. 31, 1886	.....	.....do	.....	2 80
Feb. 22, 1886	Holstein	Mail delivered by unsworn carrier (1½ pro rata for March 31).	$1 00	
Jan. 5, 7, 12, 1886	Audubon	Failure to arrive	.....	11 62
Jan. 4, 8, 11, 1886	....do	Failure to depart		
.....do	Guthrie Center...	Failure to arrive		
Jan. 5, 9, 12, 1886	....do	Failure to depart (1½ pro rata for January 11, 12).		
Jan. 9, 23, 1886	.....	Failure total	.....	4 18
Jan. 16, 20, 27, 30, 1886	On the route	Failure one way (1½ pro rata for January 9).		
Jan. 9, 1886	.....	Failure total	.....	1 00
Jan. 4, 8, 9, 1886	.....	..... do	.....	1 86
Jan. 9, 12; Mar. 20, 1886	.....	.....do	.....	5 76
Jan. 11; Mar. 4, 1886	White Sulphur Springs to Harrisonburgh.	Failure on 29 miles	.....	8 21
Jan. 15, 1886	Harrisonburgh ...	Wet mails and failure to connect.	4 50	.....
Jan. 8, 1886	Alexandria	Failure to depart	.....	4 25
Jan. 9, 1886	....do	Failure to arrive		
Mar. 5, 1886	.....	Failure on 9 miles	.....	1 07

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 16	30197	Natchitoches to Coushatta Chute.	La	J. D. Emerson	$1,440 00	$2 29
	30197	do	La	do		
	30197	do	La	do		
	30199	Natchitoches to Montgomery	La	J. W. McCullah	784 00	1 25
	30198	do	La	do		
	30205	Marthaville to East Hamilton	La	V. Boreing	672 00	2 15
	30205	do	La	do		
	30209	Logansport to Center	La	J. M. McCullah	634 00	3 04
					356 08	1 11
	30225	Homer to Gibsland	La	V. Boreing	795 60	1 27
	30225	do	La	do		
	30325	do	La	do		
	30225	do	La	do		
	30225	do	La	do		
	30225	do	La	do		
	30227	Homer to Ward's Mills	La	J. J. Campbell	380 00	1 82
	30231	Saline to Coushatta Chute	La	V. Boreing	285 61	2 75
	30234	Vienna to Farmersville	La	S. G. Cabell	325 00	1 56
	30238	Farmersville to Oakland	La	V. Boreing	214 00	1 02
	30238	do	La	do		
	30254	Vernon to Winfield	La	B. T. Smith	499 00	2 39
	30254	do	La	do		
	30255	Winnfield to Montgomery	La	A. E. Boone	1,314 00	2 09
	30255	do	La	do		
	30259	Columbia to Bœuf River	La	J. D. Emerson	100 00	96
	30259	do	La	do		
	30260	Columbia to Castor Sulphur Springs.	La	J. J. Campbell	147 00	1 41
	31262	Columbia to Davis	La	do	282 16	1 35
	31262	do	La	do		
	31262	do	La	do		
	31262	do	La	do		
	31262	do	La	do		
	30263	Columbia to Vernon	La	J. J. McKeithen	598 00	2 87
	30263	do	La	do		
	30263	do	La	do		
	30264	Columbia to Winfield	La	do	597 00	2 87
	30264	do	La	do		
	30264	do	La	do		
	30264	do	La	do		
	30271	Winnsborough to Fort Necessity.	La	J. J. Campbell	276 00	1 32
	30272	Winnsborough to Harrisonburgh.	La	R. Whetstone	794 00	2 54
	30272	do	La	do		
	30272	do	La	do		
	37272	do	La	do		
	30272	do	La	do		
	30272	do	La	do		
	30273	Delhi to Baskinton	La	S. F. Oliver	112 00	1 07
	30275	Delhi to Winnsborough	La	R. Whetstone	960 00	1 53
	30276	do	La	do		
	30275	do	La	do		
	30280	Tullulah to Ashwood	La	W. L. Argue	810 00	2 59
	30286	New Orleans to mail messenger and transfer service.	La	R. Y. Woodlief	3,798 00	
	30286	do	La	do		
	30287	Darnell's to Gin to San Patricio.	La	J. L. McLean	111 36	53
	30287	do	La	do		
	30288	Marthaville to Broadwell's Store.	La	J. L. Landes, jr	311 00	1 49
	30306	Winnsborough to Como	La	G. D. Jackson	143 00	68
	30309	Springfield to Benton's Ferry	La	J. S. Wall	275 00	2 64
	30311	Tallulah to Omega	La	C. C. Morse	389 00	1 24
	30314	Gloster to Frierson's Mill	La	J. C. Marshall	244 00	78
	30318	Rayne to Indian Bayou	La	R. J. C. Bull	150 00	72
	36104	Miles City to Spearfish	Mont	H. N. Warren	8,800 00	28 20
	36107	Martinsdale to Fort Benton	Mont	A. E. Pound	8,180 10	3 36
						11 38
	36118	Dillon to Jefferson	Mont	W. O. Lofland	5,400 77	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 1886	Natchitoches	Failure to arrive and depart		
Jan. 8, 1886	Coushatta	Failure to arrive	.....	$4 58
Jan. 9, 1886	....do	Failure to depart		
.....do	Montgomery	Carrier drunk	$5 00	.....
Feb. 26, 1886	Natchitoches	Wet mail		
Mar. 3, 5, 1886	East Hamilton	Failure to arrive	.....	4 30
Mar. 4, 6, 1886	....do	Failure to depart		
Jan. 1; Mar. 5, 1886	.....	Failure on 26½ miles each way	.....	8 82
Jan. 30, 1886	Homer	Failure to arrive		
Jan. 30; Feb. 22, 1886	....do	Failure to depart	.....	3 31
..... do	Gibsland	Failure to arrive		
Jan. 30, 1886	....do	Failure to depart		
Jan. 16, 1886	Homer	Failure to connect	2 52	.....
Jan. 18, 19, 28, 1886	Gibsland	.....do		
Feb. 26, 1886	.....	Failure, extent not stated; estimated at half the distance between Homer and Summerfield (16 miles), 8 miles.	.....	1 18
Jan. 15, 1886	.....	Failure total	.....	5 50
Jan. 8, 1886	.....	do	.....	3 12
Jan. 7, 1886	Farmersville	Failure to arrive and depart	.....	2 04
Jan. 11, 1886	Oakland	.....do		
Jan. 20, 1886	Rochester to Vernon.	Failure on 18 miles	.....	3 19
Mar. 5, 12, 1886	.....	Failure on 5 miles		
Feb. 27, 1886	.....	Failure on 8 miles	.....	1 11
Jan. 12, 1886	Winnfield	Wet mail	2 00	.....
Jan. 2, 16; Mar. 6, 13, 20, 1886	.....	Failure total	.....	11 69
Jan. 9, 23, 1886	.....	Failure on 6 miles each way		
Jan. 19, 1886	.....	Failure total	.....	2 82
Jan. 4, 1886	.....	Failure on 6 miles	.....	5 70
Mar. 1, 1886	.....	Failure on 5 miles		
Mar. 4, 1886	.....	Failure total		
Jan. 18, 1886	Davis	Failure to arrive and depart		
Jan. 4, 7; Mar. 1, 1886	.....	Failure on 23 miles	.....	15 32
Jan. 18, 1886	.....	Failure on 33 miles		
Mar. 9, 1886	Vernon	Failure to arrive and depart		
Jan. 5, 1886	.....	Failure on 25 miles	.....	15 30
Jan. 8, 12, 1885	.....	.....do		
Jan. 15, 1886	.....	Failure on 10 miles		
Jan 19, 1886	.....	Failure on 35 miles		
Jan. 9, 12, 1886	.....	Failure total	.....	5 28
Jan. 8, 11, 15, 1886	Winnsborough	Failure to arrive		
Jan. 9, 12, 16, 1886	... do	Failure to depart		
Jan. 16, 1886	Harrisonburgh	Failure to arrive	4 00	10 17
Jan. 15, 1886	... do	Failure to depart		
Feb. 27, 1886	... do	Wet mail		
Feb. 14, 20, 1886	....do	Late arrivals		
Jan. 9, 1886	.....	Failure total	.....	2 14
... do	Delhi	Failure to arrive and depart		
Jan. 9, 11, 1886	Winnsborough	Failure to arrive	.....	4 59
Jan. 9, 12, 1886	... do	Failure to depart		
Jan. 19, 1886	Ashwood	Failure to arrive and depart	.....	2 59
Jan. 30, 1886	.....	Failure to take mail to New Orleans and Montgomery R. P. O.	4 00	.....
Feb. 20, 1886	.....	Failure to take foreign mail from steamer.		
Mar. 2, 1866	.....	Failure on 2 miles	.....	1 36
Mar. 4, 1886	.....	Failure total		
Jan 8, 1886	.....	.....do	.....	2 93
Jan. 9, 1886	.....	Failure total	.....	1 36
Jan. 8, 1886	.....	Failure on 10 miles	.....	1 76
Jan. 6, 1886	.....	Failure total	.....	2 48
Mar. 3, 5, 1886	.....	.....do	.....	3 12
Jan. 15; Mar. 5, 1886	Ihdian Bayou	Failure to arrive and depart	.....	1 44
Feb. 5, 11, 16, 18, 23, 26, 1886	Spearfish	Failure on 18 miles both ways	.....	30 45
Jan. 6, 24; Mar. 14, 1886	Fort Benton	Failure to arrive (6 times a week service).	.....	17 07
.....	.....	For throwing mail on ground intead of delivering it into office at Dillon.	3 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 16	26155	Missoula to Forest City	Mont	H. N. Warren	$2,271 72	$10 91
					713 30	2 28
	36204	Ennis to Washington Bar	Mont	H. C. Slaven	496 00	2 38
	36204	do	Mont	do		
	38108	Rawlins to Meeker,	Colo	W. A. Stoddard	7,320 00	23 45
	38151	Fair Play to Platte	Colo	J. A. Nichols	180 00	1 73
					360 00	
	38154	Elizabeth to Kiowa	Colo	J. B. Colegrove	465 53	74
	38154	do	Colo	do		
	38169	Pueblo to Rye	Colo	W. A. Stoddard	788 57	3 79
	38169	do	Colo	do	1,182 85	
	38170	Silver Cliff to Rosita	Colo	A. B. Cotton	420 00	67
	38170	do	Colo	do		
	38181	Crested Butte to Gothic	Colo	H. C. Griffin	814 29	1 30
	38181	do	Colo	do		
	38181	do	Colo	do		
	38181	do	Colo	do		
	38181	do	Colo	do		
	38181	do	Colo	do		
	38182	Crested Butte to Irwin	Colo	A. H. Brown	857 15	1 36
					740 00	
	38183	Gothic to Scofield	Colo	W. A. Stoddard	370 00	1 18
	38183	do	Colo	do		
	38183	do	Colo	do		
	38183	do	Colo	do		
	38183	do	Colo	do		
	38184	Lake City to Sapinero	Colo	H. C. Griffin	3,112 28	4 26
	38184	do	Colo	do		
	38184	do	Colo	do		
	38184	do	Colo	do		
	38184	do	Colo	do		
	38185	Lake City to White Cross	Colo	do	678 22	3 25
	38185	do	Colo	do		
	38185	do	Colo	do		
	38185	do	Colo	do		
	38189	Ouray to Mineral Point	Colo	J. H. Warren	594 00	1 90
	38189	do	Colo	do		
	38189	do	Colo	do		
	38190	Ouray to Mount Sniffers	Colo	do	394 00	1 26
	38190	do	Colo	do		
	38190	do	Colo	do		
	38192	Montrose to Telluride	Colo	J. B. Colegrove	4,573 33	6 26
	38192	do	Colo	do		
	38194	Rockwood to Rico	Colo	G. V. Meserole	2,340 00	3 73
	38194	do	Colo	do		
	38194	do	Colo	do		
	38194	do	Colo	do		
	38194	do	Colo	do		
	38194	do	Colo	do		
	38196	Animas Forks to Silverton	Colo	J. B. Colegrove	1,504 32	2 39
	38196	do	Colo	do		
	38196	do	Colo	do		
	38196	do	Colo	do		
	38196	do	Colo	do		
	38196	do	Colo	do		
	38197	Del Norte to Lake City	Colo	H. Tisdale	3,286 70	10 52
	38198	Del Norte to Summitville	Colo	W. H. Carryl	2,238 44	4 76
					1,488 99	
					5,226 32	
	38198	do	Colo	do		
	38198	do	Colo	do		
	38198	do	Colo	do		
	38199	Alamosa to Leyton	Colo	G. V. Meserole	1,631 39	5 22
					1,087 60	
	38199	do	Colo	do		
	38199	do	Colo	do		
	38199	do	Colo	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 23, 25, 1886	Two times a week service.	Failure on 18 miles both ways.		$4 56
Jan. 5, 12, 19, 26; Feb. 2, 1886		Failure round trips		26 18
Feb. 19, 1886	Washington Bar	Failure to arrive and depart		
		For failing to use covering to protect mail from becoming damaged; mail wet and damaged February 14 and 24, 1886; also for failing to supply Baggs twice with mail.	$25 00	
Jan. 9, 1886	Fair Play	Failure to arrive and depart		1 73
Feb. 9; Mar. 11, 1886	Elizabeth	do		2 96
Feb. 9; Mar. 9, 1886	Kiowa	do		
Jan. 1, 1886	Pueblo	Failure to arrive		3 79
Jan. 2, 1886	do	Failure to depart		
Jan. 25, 1886	Silver Cliff	do		1 00
Jan. 19, 1886	Rosita	Failure to arrive and depart		
Jan. 18, 19, 20, 21, 1886	Crested Butte	do		14 30
Jan. 22, 1886	do	Failure to depart		
Jan. 23, 1886	do	Failure to arrive		
Jan. 18, 19, 20, 21; Feb. 3, 1886	Gothic	Failure to arrive and depart		
Jan. 22, 1886	do	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Jan. 18, 19, 20, 21, 25, 1886		Failure round trips		13 60
Jan. 16, 19, 23, 26, 1886	Gothic	Failure to arrive		10 03
Jan. 19, 21, 23, 30, 1886	do	Failure to depart		
Jan. 18, 19, 23, 1886	Scofield	Failure to arrive and depart		
Jan. 16, 1886	do	Failure to depart		
Jan. 21, 23, 1886	do	Failure to arrive		
Jan. 20, 1886	Lake City	Failure to arrive and depart		19 17
Jan. 19, 1886	do	Failure to arrive		
Jan. 19, 20, 1886	Sapinero	Failure to arrive and depart		
Jan. 21, 1886	do	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Jan. 16, 23, 30; Feb. 13, 1886	Lake City	Failure to arrive		26 00
Jan. 15, 22, 27; Feb. 11, 1886	do	Failure to depart		
Jan. 13, 22, 29; Feb. 8, 1886	White Cross	Failure to arrive		
Jan. 14, 23, 30; Feb. 9, 1886	do	Failure to depart		
Jan. 20, 22, 1886	Ouray	Failure to arrive and depart		15 20
Jan. 18; Mar. 12, 1886	do	Failure to arrive		
Jan. 18, 20, 22; Feb. 1; Mar. 12, 1886.	Mineral Point	Failure to arrive and depart		
Jan. 19, 21; Feb. 2, 1886	Ouray	do		11 34
Jan. 26; Mar. 30, 1886	do	Failure to arrive		
Jan. 19, 21, 26; Feb. 2; Mar. 30, 1886.	Mount Sniffers	Failure to arrive and depart		
Jan. 20; Mar. 19, 1886	Montrose	Failure to arrive		9 39
Jan. 21, 1886	do	Failure to depart		
Jan. 19, 20, 22, 25, 1886	Rockwood	Failure to arrive and depart		67 14
Jan. 18, 21, 27, 29, 30; Mar. 3, 10; Feb. 1, 1886.	do	Failure to arrive		
Jan. 28, 30, 31; Mar. 4, 11, 1886.	do	Failure to depart		
Jan. 19, 20, 21, 1886	Rico	Failure to arrive and depart		31 07
Jan. 23, 26; Feb. 1; Mar. 3, 10, 1886.	do	Failure to arrive		
Jan. 26; Feb. 3; Mar. 4, 11, 1886.	do	Failure to depart		
Jan. 15, 16, 18, 19, 21, 22, 28; Feb. 18, 1886.	Animas Forks	Failure to arrive and depart		
Mar. 3, 10, 1886	do	Failure to arrive		5 26
Jan. 23, 29, 30; Feb. 15, 28, 1886.	do	Failure to depart		
Jan. 20; Mar. 4, 1886	Silverton	Failure to arrive		
Jan. 21, 1886	do	Failure to depart		
Jan. 16, 1886	Lake City	Failure to arrive		
Feb. 14, 21, 1886	Del Norte	do		11 90
Feb. 22, 1886	do	Failure to depart		
Jan. 18, 1886	Summitville	Failure to arrive		
Jan. 19, 1886	do	Failure to depart		
Jan. 19, 26, 1886	Alamosa	Failure to arrive		13 05
Jan. 21, 1886	do	Failure to depart		
Jan. 18, 1886	Leyton	Failure to arrive		
Jan. 19, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886.						
Apr. 16	95005	Bethel to railroad	Ark	J. W. Webb	$84 00	$0 11
	95048	Marion to railroad	Ark	M. Phelix	100 00	14
	95057	Piggot to railroad	Ark	W. W. Pollard	84 00	11
	100031	De Soto to railroad	Kans	G. F. Warnecke	150 00	22
	100033	Densmore to railroad	Kans	T. J. Densmore	144 00	40
	100088	Wheaton to railroad	Kans	C. Ingoldshe	68 00	11
	100154	Arrington to railroad	Kans	E. L. Van Winkle	149 10	24
	100168	Maxson to railroad	Kans	P. A. Fine	48 00	08
	100180	Seapo to railroad	Kans	E. L. Gamble	178 00	28
	100191	Terra Cotta to railroad	Kans	T. Mullen	96 00	13
	100196	Rook's Centre to railroad	Kans	F. O. Carlow	104 00	28
	100196	do	Kans	do		
	102077	Woodville to railroad	Nebr	M. Apgar	75 00	24
	102080	Cotesfield to railroad	Nebr	E. Fleshman	72 00	46
	102082	Vesta to railroad	Nebr	L. J. Severens	100 00	16
	102092	Vincent to railroad	Nebr	W. S. Crippen	120 00	38
	103011	Fairville to railroad	Dak	G. L. Hubbard	84 00	13
	103050	Trysil to railroad	Dak	Mrs. C. Strandwohl	240 00	
		RAILROAD SERVICE.				
	17004	Montgomery to Decatur	Ala	S. and N. Ala. Rwy	20,184 62	27 65
	17004	do	Ala	do		
	17004	do	Ala	do		
	17026	Flomaton to Repton	Ala	L. & N. Rwy	536 46	1 71
	17026	do	Ala	do		
	23015	Chicago to Davenport	Ill	C. R. I. & P. Rwy	40,194 84	21 40 64 20
	23015	do	Ill	do		
	23016	Bureau to Peoria	Ill	do	4,825 27	3 85 7 70
	27019	Keokuk to Des Moines	Ill	do	11,854 83	9 46 18 93
	27019	do	Ill	do		
	27063	Avoca to Carson	Iowa	do	762 95	1 21
	27076	Summerset to Winterset	Iowa	do	1,659 04	2 65
	23011	Sedalia to Denison	Iowa	Mo. Pacific Rwy (1 L. 40 ft. R. P. O. cars.)	89,389 20 10,786 50	122 45
	23011	do	Mo	do		
	23011	do	Mo	do		
	23011	do	Mo	do		
	23011	do	Mo	do		
	28014	Hannibal to Sedalia	Mo	do	20,853 93 3,565 75	28 56
	28014	do	Mo	do		
	28014	do	Mo	do		
		Remission.				
		STAR SERVICE.				
	7255	Tuckerton to Beach Haven	N. Y.	W. P. Smith	321 23	1 91
		STAR SERVICE.				
Apr. 17	6997	New York to railroad depots and stations.	N. Y.	W. H. Wolverton	1,650 00	
	6999	Brooklyn to depots and stations.	N. Y.	do	1,680 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 25, 1886	On the route	Failure to connect		$0 11
In first quarter, 1886	do	Failure 2 trips		28
Feb. 3, 1886	do	do		22
Jan. 9, 1886	do	Failure 1 trip		22
In first quarter, 1886	do	do		40
do	do	Failure 18 trips		1 93
Jan. 9, 1886	do	Failure 1 trip		24
In first quarter, 1886	do	Failure 10 trips		80
Mar. 19, 1886	do	Failure 1 trip		28
Jan. 15, 1886	do	Failure 1 trip (3 p. r.)		39
Feb. 10, 1886	do	Failure 1 trip		12 97
Feb. 16 to Mar. 31, 1886	do	Service performed by R. R. Co		
Jan. 7, 8, 1886	do	Failure 1 trip		48
Mar. 30, 1886	do	do		46
Jan., 1886	do	Failure 16 trips		2 56
In first quarter, 1886	do	Failure 21 trips		7 98
do	do	Failure to connect once		13
do	do	Only 3 times a week service		30 00
Mar. 29, 1886	Montgomery	Failure to arrive		207 37
Mar. 30, 31, 1886	do	Failure to arrive and depart		
Mar. 27, 28, 29, 30, 31, 1886	Decatur	do		
Aug. 26, 1886	Repton	Failure to arrive		1 71
Sept. 10, 1886	do	Failure to depart		
Jan. 5, 23, 26, 27; Feb. 1, 2, 3, 4, 5; Mar. 5, 12, 22.	Chicago	Train No. 2 failed to connect with depending mails.	$139 00	
Feb. 2, 1886	do	Train No. 4 failed to connect with depending mails.		
Feb. 27, 1886	Peoria	Failure to connect	2 00	
Jan. 16, 20, 22, 23, 25, 1886	Keokuk	Failure to connect with depending mails.		
Jan. 8, 9, 22, 1886	Des Moines	Trains Nos. 1 and 3 failed to connect with depending trains.	52 00	
Jan. 4, 7, 22, 1886	do	Failure half trip		3 63
Jan. 8, 9, 22, 1886	do	do		7 95
Feb. 2, 3, 1886	Denison	Failure to arrive		122 45
Feb. 1, 1886	Between Coo-y-yah and Denison (195.73 miles).	Train No. 151 failed to run R. P. O. cars one way.		
Feb. 2, 1886	Between Muscogee and Denison (155.83 miles).	do		
do	Between Ft. Scott and Sedalia (110 53 miles).	Train No. 152 failed to run R. P. O. cars one way.		21 16
Feb. 3, 1886	Between Denison and Muscogee (155.83 miles).	do		
Jan. 8, 9, 21; Mar. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1886.	Hannibal	Failure to connect.	300 00	
Feb. 3; Mar. 17, 1886	do	Failure to arrive		28 56
Feb. 23, 1886	On the route	Failure to run R. P. O. cars one way.		9 76

Remit $10 68 of the deduction noted in report for April 13, 1886, it having been shown that the compensation of the contractor is $321.23 for the year, and not for the period from November 15, 1885, to May 31, 1886.

		Delays and other irregularities in the service during the quarter ended March 31, 1886.	$38 00	
March 25, 1886		Failure to deliver a sack of paper mail to the New York and Dunkirk R. P. O. C.	$2 50	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 17	150	Canton to Mexico	Me	G. Ellis	$347 00	$0 55
	150	do	Me	do		
	150	do	Me	do		
	150	do	Me	do		
	150	do	Me	do		
	150	do	Me	do		
	12283	Williamsburgh to Beaver Mills.	W. Va.	D. Faulkner	179 90	1 72
	12283	do	W. Va.	do		
	12289	Leivasy to Nicholas	W. Va.	J. H. White	174 00	83
	12289	do	W. Va.	do		
	12292	Braxton C. H. to Strange Creek.	W. Va.	M. I. Griffin	195 00	62
	12292	do	W. Va.	do		
	12293	Braxton C. H. to Nicholas C. H.	W. Va	B. W. Beedy	870 00	1 38
	12294	Bulltown to Ellenville	W. Va.	J. C. Foley	292 00	1 40
	12294	do	W. Va.	do		
	12297	Glenville to Arnoldsburgh	W. Va.	J. D. Smith	360 00	1 15
	12300	Normantown to Gorman	W. Va	do	75 00	72
	12307	Arnoldsburgh to Spencer	W. Va.	S. & A. McMullen	150 00	48
	12307	do	W. Va.	do		
	12307	do	W. Va.	do		
	12308	Arnoldsburgh to Osborne's Mills.	W. Va.	W. Hall	364 62	1 16
	12309	Minerva to Braxton	W. Va.	J. S. Conley	284 00	1 36
	12309	do	W. Va.	do		
	12311	Spencer to Ravenswood	W. Va.	D. W. Chapman	289 00	138
	12315	Walton to Sissonsville	W. Va.	S. D. Castleman	137 00	1 31
	12315	do	W. Va.	do		
	12315	do	W. Va.	do		
	12318	Charleston to Walton	W. Va.	do	517 90	1 65
	12319	Charleston to Jackson C. H.	W. Va.	A. Cunningham	395 00	1 89
	12321	Brownstown to Madison	W. Va.	W. H. Smith	699 00	1 11
	12321	do	W. Va.	do		
	12322	Dixie to Rendalia	W. Va	J. E. Childress	74 00	71
	12322	do	W. Va.	do		
	12323	Shrewsbury to Coalburgh	W. Va	H. W. Chambers	107 99	17
	12324	Saint Albans to Madison	W. Va.	W. H. Smith	210 00	2 01
	12328	Jackson C. H. to Ripley Landing.	W. Va.	J. D. Smith	114 00	54
	12329	Jackson C. H. to Spencer	W. Va.	J. E. Burdett	237 00	1 13
	12333	Upland to Barkersville	W. Va.	J. B. Gordon	278 00	1 33
	12333	do	W. Va.	do		
	12333	do	W. Va.	do		
	12333	do	W. Va.	do		
	12334	West Columbia to Middleport.	W. Va.	L. B. & F. E. Mason	144 00	11
	12334	do	W. Va.	do		
	12335	Point Pleasant to Upland	W. Va.	S. D. Castleman	157 00	1 50
	12335	do	W. Va.	do		
	12336	Point Pleasant to Angerona	W. Va.	V. Boreing	299 00	1 43
	12340	Barboursville to Tyler's Creek	W. Va.	do	139 00	66
	12345	Wayne C. H. to Fort Gay	W. Va.	E. Wellman, jr	100 00	48
	12344	Wayne C. H. to Warfield	W. Va.	B. W. Beedy	269 00	2 58
	12344	do	W. Va.	do		
	12344	do	W. Va.	do		
	12348	Ceredo to Falls of Twelve Pole.	W. Va.	R. L. Dillon	187 80	59
	12348	do	W. Va.	no		
	12349	Fort Gay to Warfield	W Va	E. William, jr	150 00	1 44
	12349	do	W. Va.	do		
	12351	Hamilton to Milton	W. Va.	J. Lowance	3 99	63
	12351	do	W. Va.	do		
	12251	do	W. Va.	do		
	12351	do	W. Va.	do		
	12351	do	W. Va	do		
	12351	do	W. Va	do		
	12352	Hamilton to Madison	W. Va.	J. C. Foley	443 08	2 12
	12354	Logan C. H. to Oceana	W. Va.	V. Boreing	308 00	1 48
	12357	Madison to Oceana	W. Va.	W. H. Smith	390 00	1 87
	12357	do	W. Va.	do		
	12357	do	W. Va.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26; Mar. 1, 1886	Canton	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to arrive and depart		
Mar. 3, 1886	do	Failure to depart	.....	$4 13
Feb. 26; Mar. 2, 1886	Mexico	Failure to arrive		
Feb. 27; Mar. 1, 3, 1886	do	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to depart		
Jan. 9, 1886		Failure on 12 miles both ways	.....	2 62
Feb. 4, 1886		Failure on 17 miles both ways		
Jan. 2; Mar. 27, 1886		Failure on 2 miles both ways	.....	1 92
Mar. 31, 1886		Failure on 18 miles both ways		
do		Failure on 6 miles both ways	.....	1 70
Feb. 5, 12, 1886	Strange Creek	Failure to arrive and depart	.....	2 18
Mar. 31, 1886		Failure on 27 miles both ways	.....	5 28
Jan. 11, 1886		Failure total	.....	2 30
Feb. 12, 1886		Failure on 24½ miles both ways	.....	1 44
Jan. 16; Feb. 11, 1886	Arnoldsburgh	Failure to arrive and depart		
Jan. 16, 1886		Failure total	.....	3 04
Jan. 4, 11; Mar. 31, 1886		do		
Feb. 4, 11, 1886		Failure on 1 mile both ways	.....	2 90
Mar. 22, 1886		Failure on ½ mile both ways		
Feb. 4, 20, 1886	Osborne's Mills	Failure to arrive and depart (1¼ pro rata).	.....	1 36
Jan. 5, 1886	Minnora	Failure to arrive		
Jan. 4, 1886	do	Failure to depart	.....	2 76
Jan. 11, 12, 1886		Failure total	.....	
Jan. 9; Feb. 5, 1886	Walton	Failure to arrive		
Feb. 6, 1886	do	Failure to depart	.....	4 58
Jan. 22; Feb. 5, 1886	Sissonville	Failure to arrive and depart		
Mar. 31, 1886	Walton	do	.....	1 65
Jan. 9; Mar. 31, 1886	Jackson C. H	do	.....	3 78
Jan. 11, 16; Feb. 5; Mar. 31, 1886.		Failure total	.....	9 99
Jan. 12, 1886		Failure half trip		
Jan. 30, 31, 1886		Failure total	.....	1 77
Feb. 6, 1886		Failure one-fourth trip		
Jan. 11, 12; Feb. 4, 1886		Failure total	.....	1 02
Jan. 8, 15; Feb. 5; Mar. 26, 1886.		do	.....	16 08
Jan. 9; Mar. 31, 1886		do	.....	2 16
Feb. 5, 1886		Failure on 16 miles both ways	.....	1 38
Jan. 12; Feb. 5, 1886	Upland	Failure to arrive		
Jan. 11; Feb. 8, 1886	do	Failure to depart	.....	3 99
Jan. 11, 1886	Barkersville	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
Jan. 1, 9, 12, 13, 14, 15, 16, 18, 22, 25, 26; Feb. 1, 2, 3, 4, 5, 6, 8, 9, 10, 15, 1886.		Failure on ½ mile both ways	.....	1 65
Mar. 1, 2, 3, 1886	Middleport	Failure to arrive and depart		
Jan. 9; Feb. 5, 1886	Point Pleasant	Failure to arrive	.....	3 00
Jan. 10; Feb. 6, 1886	do	Failure to depart		
Jan. 12, 13, 1886		Failure total	.....	2 86
Jan. 9, 1886		do	.....	1 32
Jan. 11, 14, 1886		do	.....	1 92
Jan. 7, 1886	Wayne C. H	Failure to arrive		
Jan. 5, 1886	do	Failure to depart	.....	12 32
Jan. 6, 13; Feb. 3, 1886	Warfield	Failure to arrive and depart		
Feb. 4, 6; Mar. 30, 1886	Ceredo	do		
Feb. 4; Mar. 30, 1886	Falls of Twelve Pole.	do	.....	2 95
Jan. 16; Feb. 6, 13, 1885		Failure total		
Jan. 29, 1886		Failure ½ mile	.....	10 08
Jan. 15, 1886		Failure on 2 miles both ways		
Feb. 10, 1886		Failure on 11 miles both ways.		
Jan. 4, 9; Feb. 5, 13; Mar. 31, 1886.	Hamlin	Failure to arrive		
Jan. 4, 9; Feb. 6, 13; Mar. 31, 1886.	do	Failure to depart	.....	7 10
do	Milton	Failure to arrive		
Jan. 4, 9; Feb. 5, 13; Mar. 31, 1886.	do	Failure to depart		
Mar. 29, 30, 1886		Failure total	.....	4 24
Jan. 11; Feb. 5, 1886		do	.....	5 92
Jan. 16; Mar. 31, 1886	Madison	Failure to arrive and depart		
Jan. 7, 11, 14, 18; Mar. 29, 1886.	Oceana	Failure to arrive	.....	13 09
Jan. 8, 12, 15, 19; Mar. 30, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 17	13522	Manteo to Stumpy Point	N. C	B. D. Midgett	$174 00	$1 67
	13522	do	N. C	do		
	13523	Manteo to East Lake	N. C	P. Toler	228 00	1 09
	13523	do	N. C	do		
	13523	do	N. C	do		
	13523	do	N. C	do		
	13523	do	N. C	do		
	13523	do	N. C	do		
	13524	Manteo to Avon	N. C	W. B. Daniels	430 00	2 06
	13524	do	N. C	do		
	13524	do	N. C	do		
	13536	Elizabeth to Manteo	N. C	J. T. Wescott	245 33	1 17
	13536	do	N. C	do		
	13536	do	N. C	do		
	13553	Powell's Point to Manteo	N. C	W. T. Dough	468 00	1 50
	13553	do	N. C	do		
	13553	do	N. C	do		
	13553	do	N. C	do		
	18192	Sheppardstown to Belzona	Miss	J. J. Campbell	630 00	2 01
	18195	Greenwood to Sharkey	Miss	J. B. Colegrove	927 00	2 97
	18195	do	Miss	do		
	18195	do	Miss	do		
	18199	Vaiden to Black Hawk	Miss	J. J. Campbell	674 00	1 07
	18200	Vaiden to Liddell	Miss	J. A. Craft	70 00	67
	18203	Grenada to Bellefontaine	Miss	C. C. Morse	481 72	2 31
	18203	do	Miss	do		
	18203	do	Miss	do		
	18203	do	Miss	do		
	18203	do	Miss	do		
	18204	Grenada to Cascilla	Miss	J. J. Campbell	218 00	1 04
	18207	Winona to Chester	Miss	J. D. Emerson	560 00	2 69
	18208	Winona to Carrollton	Miss	J. C. Purnell	284 00	45
	18210	Walthall to Chester	Miss	J. A. Craft	490 00	1 57
	18210	do	Miss	do		
	18210	do	Miss	do		
	18210	do	Miss	do		
	18211	Walthall to Atlanta	Miss	N. E. Gardner	208 00	1 00
	18211	do	Miss	do		
	18212	Greensborough to Double Sprngs.	Miss	J. D. Emerson	336 00	1 61
	18212	do	Miss	do		
	18219	West Point to Montpelier	Miss	E. M. Hurst	685 00	1 09
	18219	do	Miss	do		
	18219	do	Miss	do		
	18219	do	Miss	do		
	18219	do	Miss	do		
	18221	Montpelier to Cumberland	Miss	W. V. Saul	149 00	71
	18222	Sessumsville to Louisville	Miss	P. R. Schnebly	633 00	2 02
	18222	do	Miss	do		
	18225	Starkville to Walthall	Miss	C. C. Morse	600 00	1 92
	18228	Lexington to Tchula	Miss	J. J. Campbell	480 00	76
	18236	Kosciusko to Louisville	Miss	do	650 00	2 08
	18237	Kosciusko to Edinburgh	Miss	R. C. Davis	490 00	1 57
	18237	do	Miss	do		
	22105	Oatsville to Petersburgh	Ind	W. N. Gibbs	451 48	72
	22105	do	Ind	do		
	22106	Hazleton to Red Cloud	Ind	H. W. Winslow	143 00	45
	22109	Stendol to Huntington	Ind	W. H. Smith	468 00	74
	22109	do	Ind	do		
	22110	Petersburgh to Hazleton	Ind	H. W. Winslow	543 00	86
	22110	do	Ind	do		
	22110	do	Ind	do		
	22111	Winslow to Spurgeon	Ind	do	675 04	1 07
	22115	Ditney to Booneville	Ind	do	193 00	61
	22120	Newtonville to Rockport	Ind	H. E. Masterton	313 06	50
	22121	Lake to Chrisney	Ind	H. W. Winslow	523 00	83

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 1886		Failure round trip		
Jan. 19, 1886	Between Maun's Harbor and Stumpy Point.	Failure on 17 miles each way		$4 75
Jan. 12, 15; Feb. 5, 1886		Failure round trip		
Jan. 26, 1886		Failure on 29 miles each way		
Feb. 9, 1886	Manteo	Failure to depart		11 61
Feb. 10, 1886	do	Failure to arrive		
Mar. 23, 30, 1886	East Lake	do		
Mar. 24, 31, 1886	do	Failure to depart		
Jan. 11, 14, 25; Feb. 4, 1886		Failure round trips		
Feb. 8, 1886	Mantoe	Failure to depart		18 54
Feb. 9, 1886	do	Failure to arrive		
Jan. 12, 15, 19, 26, 1886	Elizabeth	Failure to arrive and depart		
Jan. 6, 9, 13, 16; Feb. 6, 10, 1886.	Manteo	Failure to arrive		10 53
Jan. 11, 14; Feb. 4, 8, 1886	do	Failure to depart		
Jan. 11, 13, 15, 18, 25, 27; Feb. 4, 6, 9, 26, 1886.		Failure round trips		
Mar. 4, 1886	Powell's Point	Failure to arrive		32 25
Mar. 3, 1886	do	Failure to depart		
Mar. 11, 1886	Manteo	Failure to arrive		
Jan. 8, 11, 1886		Failure total		8 04
Feb. 3, 1886	Greenwood	Failure to depart		
Feb. 4, 1886	do	Failure to arrive		8 91
Feb. 6, 16, 1886	Sharkey	Failure to arrive and depart		
Jan. 2; Feb. 11; Mar. 20, 27, 1886.	Black Hawk	Failure on 6½ miles each way		3 01
Feb. 27; Mar. 27, 1886	Vaiden	Failure on 5 miles both ways		1 22
Jan. 25, 1886	Grenada	Failure to arrive		
Jan. 26, 1886	do	Failure to depart		
Jan. 9, 11, 1886	Bellefontaine	Failure on 10 miles both ways		7 22
Jan. 25, 1886	do	Failure to arrive		
Jan. 26, 1886	do	Failure to depart		
Jan. 2, 23, 1886		Failure total		4 16
Jan. 8; Mar. 29, 1886	Winona	Failure on 30¾ miles both ways		8 54
Jan. 2; Feb. 11, 1886	Carrollton	Failure on 9 miles both ways		1 15
Feb. 3, 12; Mar. 1, 19, 22, 1886	Walthall	Failure on 11 miles both ways		
Feb. 5, 17; Mar. 5, 12, 26, 29, 1886.	do	Failure to arrive and depart		
Jan. 8; Feb. 5, 17; Mar. 5, 12, 29, 1886.	Chester	Failure to depart		25 88
Jan. 9; Feb. 6, 18; Mar. 6, 13, 30, 1885.	do	Failure to arrive		
Jan. 9, 30, 1886	Walthall	Failure on 16 miles both ways		3 91
Jan. 23, 1886	Atlanta	Failure to arrive and depart		
Jan. 8, 1886	Double Springs	Failure on 8 miles both ways		6 18
Mar. 2, 30, 1886	do	Failure on 19¾ miles both ways		
Mar. 29, 31, 1886	West Point	Failure to arrive and depart		
Jan. 8, 1886	Montpelier	Failure on 10¾ miles both ways		
Jan. 21, 25, 1886	do	Failure on 5¾ miles both ways		7 08
Mar. 20, 27, 1886	do	Failure on 8¾ miles both ways		
Mar. 30, 1886	do	Failure to arrive and depart		
Jan. 9, 1886		Failure total		1 42
Mar. 29, 31, 1886	Sessumsville	Failure to arrive and depart		12 12
Jan. 9, 23; Feb. 6; Mar 30, 1886.	Louisville	do		
Mar. 29, 1886	Walthall	Failure on 23 miles both ways		2 67
do	Tchula	Wet mail	$100 00	
do		Failure total		4 16
Jan. 9; Mar. 30, 1886	Edinburgh	Failure on 13 miles both ways		3 23
Jan. 12, 1886	do	Failure on 8 miles both ways		
Jan. 9, 12, 1886		Failure total		4 12
Jan. 19, 1806		Failure on 9½ miles both ways		
Jan. 9, 12, 14, 16, 19, 21; Feb. 2, 13, 16, 18, 1886.		Failure total		9 00
Jan. 9, 1886		do		2 30
Feb. 12, 13, 1886	Edinburgh	Failure on 7½ miles one way		
Jan. 9, 1886		Failure total		4 39
Jan. 11, 12, 1886		Failure half trips		
Mar. 31, 1886		Failure on 10 miles both ways		
Jan. 9, 1886		Failure on 12 miles both ways		1 60
do		Failure total		1 22
Jan. 9; Feb. 12, 1886		do		2 00
Jan. 11, 1886		do		1 66

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 17	22122	Eureka to Rockport	Ind	H. W. Winslow	$343 00	$0 54
	22122	do	Ind	do		13
	22122	do	Ind	do		
	22122	do	Ind	do		
	22127	Cannelton to Foster's Ridge	Ind	do	444 00	1 42
	22136	Vincennes to Pond Creek Mills	Ind	V. Boreing	413 77	66
					75 23	36
	22136	do	Ind	do		
	22141	Bloomfield to Hobbieville	Ind	William Boruff	185 64	59
	22142	Hobbieville to Harrodsburgh	Ind	A. Cox	120 00	57
	22142	do	Ind	do		
	22143	Newark to Bloomington	Ind	P. R. Schnebly	283 00	90
	22143	do	Ind	do		
	22143	do	Ind	do		
	22146	Bedford to Silverville	Ind	V. Boreing	180 00	57
	25270	Montello to Princeton	Wis	E. F. Warren	467 00	74
	25270	do	Wis	do		
	25271	Montello to Pardeeville	Wis	J. B. Colegrove	299 00	1 43
	25272	Marquette to Randolph	Wis	W. L. Argue	421 00	1 34
	25274	Marquette to Ripon	Wis	H. H. Green	425 00	1 36
	25288	Rathbone to Eden	Wis	W. L. Argue	194 00	93
	25289	Beechwood to Campbellsport	Wis	A. Staberow	305 26	97
	25291	Howard's Grove to Manitowoc	Wis	E. F. Warren	387 00	1 86
	25299	Chilton to Fond du Lac	Wis	R. Ritter	523 00	1 67
	25299	do	Wis	do		
	25309	Wautoma to Plainfield	Wis	H. D. Baxter	680 00	1 08
	25309	do	Wis	do		
	25309	do	Wis	do		
	25309	do	Wis	do		
	25313	Alma to Mondovi	Wis	J. H. Sanborn	636 36	2 03
	25314	Alma to Durand	Wis	J. B. Colegrove	649 00	2 08
	25321	Ettrick to Black River Falls	Wis	do	239 00	2 29
	25322	Whitehall to Hale	Wis	D. Harnedere	148 50	51
						38
	25323	Osseo to Augusta	Wis	E. F. Warren	297 00	63
	25323	do	Wis	do		
	25324	Osseo to Osseo	Wis	J. B. Colegrove	101 73	97
	25327	York to Alma Centre	Wis	E. F. Warren	212 60	1 01
	25328	Merrillon to Tindahl	Wis	J. H. Sanborn	196 42	94
	30149	New Iberia to Abbevill	La	G. E. Lyons	800 00	1 27
	30149	do	La	do		
	30149	do	La	do		
	30149	do	La	do		
	30270	Vidalia to Harrisonburgh	La	V. Boreing	1,992 00	3 17
	30270	do	La	do		
	30270	do	La	do		
	30270	do	La	do		
	30270	do	La	do		
	30270	do	La	do		
	30270	do	La	do		
	30324	Roan to Farmersville	La	J. F. Logan	1,488 00	2 36
	30330	Arcadia to Shiloah	La	G. A. McLean	476 00	2 28
	30334	Houma to Lacache	La	E. Chanviee	250 00	1 20
	30343	Campti to Weaver	La	J. Elkin	80 00	76
	30343	do	La	do		
	30344	Grand Marais to Gregg	La	J. J. Campbell	68 00	65
	30355	Covington to Slidell	La	G. H. Ganse	2,174 00	3 46
	30361	Natchitoches to Winfield	La	R. A. Morgan	340 00	3 26
	30361	do	La	do		
	32101	Vinita to Pineville	Ind. T	M. A. Thompson	680 00	3 26
	32106	Tahlequah to Cincinnati	Ind. T	G. W. Keys	450 00	4 32
	32106	do	Ind. T	do		
	32107	Fort Gibson to Muscogee	Ind. T	M. A. Thompson	300 00	47
	32107	do	Ind. T	do		
	32107	do	Ind. T	do		
	32109	Fort Smith to Muscogee	Ind. T	W. A. Stoddard	2,720 00	4 34
	32109	do	Ind. T	do		
	32110	Fort Smith to McAllister	Ind. T	H. C. Slavens	1,767 66	94
						5 65
	32112	Oak Lodge to Hartford	Ind. T	John Cross	350 00	1 68
	32112	do	Ind. T	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinqency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11, 1886	.....	Failure total		
Jan. 12, 1886	.....	Failure half trips	$0 65	$2 70
Feb. 18, 1886	Enterprise	Failure to supply both ways		
Feb. 19, 23, 25, 1886	do	Failure to supply one way		
Jan. 9 to 12; Feb. 12, 13, 1886	.....	Failure total	.....	5 68
Jan. 9, 1886	Bet. Vincennes and Monroe City.	Failure both ways	.....	2 46
Feb. 16, 1886	do	Failure on 9½ miles both ways		
Jan. 9, 1886	.....	Failure total	.....	1 18
do	.....	do	.....	1 99
Jan. 16, 1886	.....	Failure on 12 miles both ways		
do	Newark	Failure to arrive and depart	.....	2 75
Jan. 9, 1886	Bloomington	do		
Feb. 11, 1886	.....	Failure on 9 miles both ways		
Feb. 12, 1886	.....	do	.....	1 02
Jan. 23, 1886	.....	Failure to perform service	1 50	1 48
Feb. 10, 12, 13, 16, 24, 1886	.....	Failure to comply with schedule.		
Jan. 23, 1886	.....	Failure on ⅛ of a trip	.....	2 28
do	.....	do	.....	2 14
Jan. 22, 1886	.....	Failure on ⅜ of a trip	.....	1 81
Jan. 23, 1886	.....	Failure to perform service	.....	1 86
do	.....	Failure on ⅛ of a trip	.....	1 55
Jan. 22, 23, 1886	.....	Failure half trip	.....	1 86
do	.....	do	.....	6 11
Mar. 19, 20, 26, 27, 1886	.....	Failure ⅜ of trip		
Jan. 23, 1886	Wautoma	Failure to arrive	.....	2 70
Jan. 22, 1886	do	Failure to depart		
Jan. 22, 23, 1886	Plainfield	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Jan. 4, 5, 1886	.....	Failure to perform service	.....	4 06
Jan. 4, 5, 6, 7, 8, 9, 1886	.....	do	.....	12 48
Jan. 22, 23, 1886	.....	Failure on ⅝ of a trip	.....	3 81
Jan. 9, 23, 1886	.....	Failure to perform trips once a week.	.....	1 52
Jan. 4, 1886	.....	Failure on 9½ miles of trips	.....	1 84
Jan. 22, 1886	.....	Failure on 8 miles of trips		
Jan. 9, 1886	.....	Failure to perform service	.....	1 94
Jan. 9, 1886	.....	Failure to perform service	.....	2 02
Jan. 5, 12, 19, 22, 27, 1886	.....	do	.....	9 40
Jan. 8, 9, 11, 1886	New Iberia	Failure to arrive		
Jan. 8, 9, 11, 12, 1886	do	Failure to depart	.....	8 89
Jan. 8, 9, 11; Mar. 29, 1886	Abbeville	Failure to arrive		
Jan. 8, 9, 11, 1886	do	Failure to depart		
Jan. 6, 7, 8, 9; Feb. 26, 1886	Vidalia	Failure to arrive and depart		
Jan. 7, 11, 1886	Harrisonburgh	Failure to arrive	.....	21 83
Jan. 12, 1886	do	Failure to depart		
Jan. 25, 1886	do	Failure on 8 miles and back		
Mar. 4, 1886	Vidalia	Wet mail		
Feb. 1, 1886	do	Failure to take part of mail		
Jan. 14; Mar. 14, 1886	Harrisonburgh	Wet mails	12 00	.....
Jan. 2, 15, 23, 25; Feb. 26; Mar. 4, 1886.	do	Carriers failed to meet half way.		
Jan. 11, 1886	.....	Failure total	.....	4 72
Jan. 4; Mar. 1, 4, 8, 1886	.....	Failure on 30 miles each	.....	16 09
Jan. 2, 9, 1886	Houma	Failure to arrive and depart	.....	2 40
Jan. 16, 1886	Campti	do	.....	2 28
Mar. 13, 1886	.....	Failure total		
In first quarter	.....	No service performed	.....	17 00
Jan. 4, 1886	Covington	Failure to depart	.....	1 73
Jan. 9, 1886	Natchitoches	do	.....	3 26
Jan. 8, 1886	do	Failure to arrive		
Jan. 9; Feb 3, 1886	Pineville	Failure to arrive and depart	.....	6 52
Jan. 8; Feb. 5, 1886	Cincinnati	Failure to arrive	.....	8 64
Jan. 9; Feb. 6, 1886	do	Failure to depart		
Jan. 8, 9, 15, 18, 22; Feb. 11, 12, 13, 1886.	Fort Gibson	Failure to arrive		
Jan. 8, 15, 18, 22; Feb. 11, 12, 13, 1886.	do	Failure to depart	.....	7 28
Jan 8, 11, 16, 18, 22; Feb. 11, 12, 13, 1886.	Muscogee	Failure to arrive and depart		
Jan. 8, 9, 1886	Fort Smith	Failure to arrive	.....	13 02
Jan. 8, 9; Feb. 2, 13, 1886	do	Failure to depart		
Jan. 8, 1886	McAllister	Failure to arrive and depart	.....	5 65
Jan. 12, 15, 1886	Hartford	Failure to arrive	.....	3 36
Jan. 13 16, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 17	32115	Pawhuska to Coffeyville	Ind. T.	J. D. Emerson	$1,565 00	$5 04
	32115	do	Ind. T	do		
	32118	Muscogee to Okmulgee	Ind. T.	W. A. Stoddard	1,496 09	2 38
	32118	do	Ind. T	do		
	32118	do	Ind. T	do		
	32118	do	Ind. T.	do		
	32119	Sac and Fox Agency to Shawneetown.	Ind. T.	J. B. Colegrove	669 13	2 14
	32119	do	Ind. T.	do		
	32124	Tishomingo to Pottsborough	Ind. T	do	276 00	2 65
	32124	do	Ind. T.	do		
	32127	Arkansas City to Pawhuska	Ind. T.	M. A. Thompson	970 00	3 10
	32127	do	Ind. T.	do		
	32127	do	Ind. T.	do		
	32127	do	Ind. T.	do		
	32129	Caldwell to Fort Sill	Ind. T.	J. R. Miner	8,900 00	14 20
	32129	do	Ind. T	do		
	35101	Richland to Cothland	Dak	J. A. Warren	440 00	2 11
	35107	Beresford to Calliope	Dak	G. M. Brown	321 39	1 54
	35113	Menno to Mitchell	Dak	R. Magoffin	1,398 90	2 22
	35113	do	Dak	do		
	35114	Yankton to Springfield	Dak	W. A. Stoddard	760 00	1 21
	35114	do	Dak	do		
	35114	do	Dak	do		
	35117	Springfield to Santee Agency	Dak	I. N. Sanborn	281 00	44
	35122	Plainview to Milltown	Dak	J. B. Colegrove	627 61	2 00
	35128	Sioux Falls to Madison	Dak	J. R. Miner	581 20	2 79
	35128	do	Dak	do		
	35128	do	Dak	do		
	35128	do	Dak	do		
	35129	Dell Rapids to Valley Springs	Dak	W. A. Stoddard	340 00	1 63
	35158	Sisseton Agency to Brown's Valley.	Dak	B. Magoffin	432 00	69
	35162	Ellendale to Jamestown	Dak	do	1,485 04	1 26
	35162	do	Dak	do		2 21
	35162	do	Dak	do		
	35162	do	Dak	do		
	35167	Mitchell to Howard	Dak	J. B. Colegrove	585 78	2 81
	35168	Forestburgh to Howard	Dak	A. A. Call	435 35	2 09
	35172	Pierre to Rapid City	Dak	W. O. Lofland	375 61	1 66
	35172	do	Dak	do		
	35172	do	Dak	do		
	35172	do	Dak	do		
	35173	Fort Bennett to Pierre	Dak	W. A. Stoddard	960 00	3 07
	35179	Rapid City to Rochford	Dak	do	920 00	2 94
	35214	Walle to Thompson	Dak	do	120 00	38
	35215	Grafton to Pembina	Dak	L. H. Warren	1,606 11	1 34
						2 13
	35226	Pembina to Park River	Dak	W. A. Stoddard	2,576 50	2 44
	35226	do	Dak	do		4 18
	35238	Valley City to Mardell	Dak	J. B. Colegrove	495 38	4 75
	35238	do	Dak	do		
	35244	Mount Vernon to Parsons	Dak	T. G. Bennett	356 76	1 71
	35252	Miller to Wessington Springs	Dak	J. Hale	785 46	3 77
	35290	Ashton to La Foon	Dak	A. A. Call	594 00	1 90
	35290	do	Dak	do		
	35290	do	Dak	do		
	35290	do	Dak	do		
	35324	Niagara to Aneta	Dak	do	634 65	3 04
	35326	Kimball to Castalia	Dak	do	940 00	3 01
	35326	do	Dak	do		
	35326	do	Dak	do		
	35326	do	Dak	do		
	35335	Raymond to Andover	Dak	B. Magoffin	780 00	3 75
	35349	Saint Thomas to Osnabrook	Dak	A. A. Call	1,178 64	3 77
	35367	Jamestown to Corinne	Dak	do	796 00	3 82
	35370	Big Stone City to Travare	Dak	S. A. Pond	792 00	2 53
	35386	Wentworth to Volga	Dak	do	762 00	2 44
	35410	Mitchell to White Swan	Dak	A. A. Call	2,468 00	3 93
	35410	do	Dak	do		
	35415	Cooperstown to Lee	Dak	do	468 00	1 50
	35422	Highmore to Harrington	Dak	do	738 00	3 54

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 2, 1886	Pawhuska	Failure to arrive	.....	$5 01
Feb. 3, 1886	do	Failure to depart		
Feb. 2 3, 1886	Muscogee	Failure to arrive	.....	15 47
Feb. 3, 4, 6, 1886	do	Failure to depart		
Feb. 2, 4, 6, 9, 1886	Okmulgee	Failure to arrive		
Feb. 1, 2, 6, 8, 1886	do	Failure to depart		
Jan. 8, 1886	Sac and Fox Agency.	Failure to arrive	.....	2 14
Jan. 9, 1886	do	Failure to depart		
Jan. 8, 1886	Pottsborough	Failure to arrive	.....	2 65
Jan. 9, 1886	do	Failure to depart		
Jan. 7; Feb, 2, 9, 1886	Arkansas City	Failure to arrive	.....	23 25
Jan. 8; Feb. 3, 10, 1886	do	Failure to depart		
Jan. 8; Feb. 1, 3, 10, 26, 1886	Pawhuska	Failure to arrive		
Jan. 9; Feb. 2, 4, 11, 1886	do	Failure to depart		
Feb. 2, 9, 1886	Caldwell	Failure to arrive	.....	28 40
Feb. 4, 5, 1886	do	Failure to depart		
Jan. 8, 9, 1886		Failure total	.....	4 22
Mar. 27, 1886		do	.....	3 08
Jan. 7, 8, 20, 1886	Mitchell	Failure to arrive	.....	5 55
Jan. 8, 9, 1886	do	Failure to depart		
Jan. 6, 7, 1886	Yankton	Failure to arrive and depart	.....	4 23
Jan. 7, 8, 1886	Springfield	Failure to arrive		
Jan. 7, 1886	do	Failure to depart		
Mar. 16, 17, 29, 1886		Failure total	.....	2 64
Jan. 7, 1886		do	.....	4 00
Jan. 1, 8, 22, 29; Feb. 5, 15, 22, 26; Mar. 5, 12, 19, 29, 1886.	Sioux Falls	Failure to arrive	.....	53 01
Jan. 2–9, 23, 30; Feb. 6, 13, 23, 27; Mar. 6, 13, 20, 27, 1886.	do	Failure to depart		
Jan. 9, 19; Feb. 6, 13; Mar. 9, 20, 30, 1886.	Madison	Failure to arrive	.....	3 26
Jan. 8, 18; Feb. 5, 15; Mar. 12, 19, 29, 1886.	do	Failure to depart		
Jan. 9, 1886		Failure total	.....	2 76
Jan. 7, 16, 1886		do	.....	
Dec. 26; Jan. 21, 1886	Jamestown	Failure to arrive	.....	11 05
Dec. 25; Jan. 22, 1886	do	Failure to depart		
Dec. 25; Jan. 8, 22, 1886	La Moure	Failure to arrive		
Dec. 26; Jan. 7, 23, 1886	do	Failure to depart		
Jan. 8, 1886		Failure on 18 miles each way	.....	2 38
Jan. 14, 1886	Forestburgh	Failure to arrive and depart	.....	2 09
Mar. 9, 1886	Rapid City	Failure to arrive	.....	4 98
Mar. 8, 1886	do	Failure to depart twice a week.		
Feb. 15, 1886	Smithville	Failure to arrive		
Feb. 16, 1886	do	Failure to depart ($1\frac{1}{2}$ pro rata)		
Jan. 7, 8, 1886		Failure total	.....	6 14
Feb. 11; Mar. 27, 1886	Rochford	Failure to arrive and depart	.....	5 88
In first quarter, 1886		Service performed once a week only.	.....	20 00
Feb. 26, 27, 1886		Failure total (three times a week service) 31 miles.	.....	4 26
Mar. 26, 1886	Park River	Failure to arrive	.....	4 18
Mar. 27, 1886	do	Failure to depart		
Mar. 26, 1886	Mardell	Failure to arrive	.....	4 75
Mar. 27, 1886	do	Failure to depart		
Jan. 8, 1886		Failure total	.....	3 42
Jan. 8, 9, 1886		do	.....	7 54
Jan. 8, 1886	Ashton	Failure to arrive	.....	3 80
Jan. 9, 1886	do	Failure to depart		
Jan. 7, 1886	La Foon	Failure to arrive		
Jan. 8, 1886	do	Failure to depart		
Feb. 4, 5, 1886		Failure total	.....	6 08
Jan. 9, 1886	Kimball	Failure to arrive	.....	6 02
Jan. 8, 1886	do	Failure to depart		
do	Castalia	Failure to arrive		
Jan. 9, 1886	do	Failure to depart		
Jan. 8, 9, 1886		Failure total	.....	7 50
Jan. 23, 1886	Osnabrook	Failure to arrive and depart	.....	3 77
Jan. 8, 9, 1886		Failure total	.....	7 64
do		do	.....	5 06
Jan. 9, 1886	Volga	Failure to arrive and depart	.....	2 44
Jan. 8; Mar. 27, 29, 31, 1886	White Swan	Failure to arrive	.....	13 75
Jan. 8; Mar. 27, 30, 1886	do	Failure to depart		
Jan. 30, 1886		Failure total	.....	3 00
Jan. 8, 9, 1886		do	.....	7 08

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 17	36151	Fort Shaw to Cecil and Augusta.	Mont ..	T. J. Wood	$883 93	$4 25
					692 42	3 32
	36203	Stone Station to Medhurst.....	Mont ..	Wm. Hammond	495 00	1 58
	37116	Rawlins to Fort Washakie (stage service) to Dallas and South Pass City.	Wyo...	H. B. Eastman.....	I3, 042 58	17 86
	37116	.....do	Wyo...	.....do	.....	.....
	37116	.....do	Wyo...	.....do	.....	.....
	37116	.....do	Wyo...	.....do	.....	.....
	37116	.....do	Wyo...	.....do	.....	.....
	38203	Fort Garland to Castilla	Colo ..	J. M. Beall.....	1, 000 00	3 20
	38203	...do	Colo ...	.....do	666 67	.....
	38204	Walsenburgh to Gardner	Colo ..	J. B. Colegrove	830 00	2 66
	38204	.....do	Colo ...	.....do	.....	.....
	38212	Pagosa Springs to Amargo ...	Colo ...	J. W. Ruddell	2, 560 00	4 09
	38212	.....do	Colo ...	.....do	1, 280 0	.....
	38212	....do	Colo ...	..... do	.....	.....
	38214	Durango to Fort Lewis	Colo ...	H. Tisdale	773 05	1 23
	38214	.....do	Colo ...	.....do	.....	.....
	33215	Durango to Pine River	Colo ...	W. A. Stoddard	1, 080 00	.....
	28215	.....do	Colo ...	... do	360 00	3 46
	38217	Fort Lewis to Dolores.....	Colo ...	W. H. Carryl	1, 485 45	4 75
	38217	.....do	Colo ...	... do	.....	.....
	28218	Hot Sulphur Springs to Steamboat Springs.	Colo ...	G. V. Meserole	3, 768 88 2, 512 59	12 07
	38220	Placerville to Rico.....	Colo ...	H. C. Griffin.....	1, 342 40	4 29
	38220	.....do	Colo ...	.....do	.....	.....
	38220	.....do	Colo ...	.....do	.....	.....
	38220	.....do	Colo ...	.....do	.....	.....
	38225	Granite to Winfield.....	Colo ...	Woodward & Graham	525 00 350 00	1 68
	38231	Steamboat Springs to Lay	Colo ...	J. S. Brown	1, 847 50 1, 662 75	5 32 2 36
	38231	.....do	Colo ...	.....do	.....	.....
	38231	do	Colo ...	.....do	.....	.....
	38236	Conejos to Antonito	Colo ...	H. C. Slavens	199 00	27
	38244	Meeker to Ferguson	Colo ...	.....do	498 00	4 78
	38244	.....do	Colo ...	.....do	.....	.....
	28244	.....do	Colo ...	.....do	.....	.....
	38244	....do	Colo ...	.....do	.....	.....
	38252	Silverton to Ouray	Colo ...	H. Tisdale	2, 140 00	3 41
	38252	.....do	Colo ...	.....do	.....	.....
	38252	.....do	Colo ...	.....do	.....	.....
	38252	.....do	Colo ...	.....do	.....	.....
	38255	Crystal to Scofield.....	Colo ...	H. N. Warren.....	494 00	1 58
	38259	La Veta to Stonewall	Colo ...	R. L. Pooler.....	600 00	2 88
	38259	.....do	Colo ...	.....do	.....	.....
	38259	.....do	Colo ...	.....do	.....	.....
	38259	.....do	Colo ...	.....do	.....	.....
	38259	.....do	Colo ...	.....do	.....	.....
	38261	Crested Butte to Glenwood Springs.	Colo ...	C. R. Diver.....	10, 998 09 7, 545 20	15 06 10 33
	38261	.....do	Colo ...	.....do	.....	.....
	38261	.....do	Colo ...	... do	.....	.....
	38269	Del Norte to Carnero	Colo ...	G. V. Meserole	1, 729 41	2 75
	38269	.....do	Colo ...	.....do	.....	.....
	38276	Glenwood Springs to Ferguson.	Colo ...	J. T. Seymour.....	810 00	2 59
	38276	.....do	Colo ...	.....do	.....	.....
	38277	Parlin to Tin Cup	Colo ...	G. V. Meserole.....	3, 833 33	6 12
	38277	.....do	Colo ...	.....do	.....	.....
	38278	Irwin to Castleton.....	Colo ...	J. F. Seymour.....	1, 880 00	2 58
	38276	....do	Colo ...	.....do	.....	.....
	38289	Silverton to Gladstone.....	Colo ...	H. N. Warren	874 00	1 92

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 20, 21, 22, 23, 27, 28, 29, 30, 1886.	.....	Failure on 9¾ miles both ways.	.....	$7 36
.....	.....	Service discontinued October 20, 1885. As no evidence of service can be obtained that service was performed from October 1 to 20, it is presumed that no service was performed during that period	.....	26 79
Jan. 22, 23; Mar. 11, 19, 1886.	Rawlins	Failure on 78¾ miles one way..		
Mar. 11, 1886.....	Fort Washakie ...	.....do	.....	70 19
Jan. 20, 21, 24, 26, 1886.....	South Pass City ..	Failure on 31 miles both ways.		
Jan. 19; Mar. 27, 28, 1886	... do	Failure on 31 miles one way ..		
Jan. 22, 23, 1886.....	Dallas	Failure on 5 miles one way....		
Dec. 30, 1886	Castilla	Failure to arrive..... ..	.....	3 20
Dec. 31, 1886	do	Failure to depart		
Jan. 1, 1886.....	Walsonburgh....	Failure to arrive.....	.....	2 66
Jan. 2, 1886	....do	Failure to depart		
Jan. 19, 1886	Pagosa Springs...	Failure to arrive		
Jan. 18, 1886	Amargo	.....do	.....	6 13
Jan. 19, 1886	....do	Failure to depart		
Jan. 18, 19, 20, 21, 1886.....	Fort Lewis	Failure to arrive and depart..	.....	5 53
Jan. 22, 1886	... do	Failure to depart		
Jan. 19, 1886	Pine River.....	Failure to arrive.....	.....	3 46
Jan. 21, 1886	... do	Failure to depart		
Jan. 18, 1886.....	Fort Lewis.....	Failure to arrive and depart..	.....	23 75
Jan 19, 21, 23, 28, 1886	Dolores	..... do		
In first quarter, 1886	Kremmling to Steamboat Springs.	Failure to perform service (77 miles).	.....	529 01
Jan. 2, 19, 21, 26; Feb. 6, 9, 20, 1886.	Placerville	Failure to arrive.....		
Jan. 4, 18, 22; Feb. 8, 10, 17, 1886.	....do	Failure to depart		
Jan 21; Feb. 2, 11, 13; Mar. 2, 11, 1886.	Rico	Failure to arrive.....	.....	53 62
Jan. 1, 22; Feb 3, 10, 17; Mar. 12, 1886.	...do	Failure to depart		
Jan. 23, 1886.....	.....	Failure on 7 miles both ways..	.....	1 57
Nov. 20, 1886	Steamboat Springs	Failure to arrive.....		
Nov. 21, 1886	....do	Failure to depart	.....	10 04
Mar. 25, 1886	Yampa to Lay ..	Failure round trip.....		
Feb. 7, 28, 1886	....	.....do	.....	1 08
Mar. 30, 1886	Meeker	Failure to arrive.....		
Mar. 22, 1886	....do	Failure to depart	.....	14 34
Feb. 1; Mar. 22, 1886	Ferguson	Failure to arrive.....		
Feb. 2; Mar. 23, 1886	... do	Failure to depart		
Jan. 18, 19, 20, 21, 25, 1886	Silverton	Failure to arrive.....		
Jan. 21, 1886.....	Ouray	Failure to arrive and depart..		
Jan. 19, 23, 26, 27, 29; Feb. 14, 1886.	....do	Failure to arrive.....	.....	32 39
Jan. 20, 28, 30; Feb. 2, 5, 1886..	....do	Failure to depart		
Jan. 18, 1886.....	.....	Failure round trip.....	.....	3 16
Jan. 1, 4, 8, 1886.....	La Veta	Failure to arrive.....		
Jan. 2, 5, 9, 1886.....	do	Failure to depart	.....	15 84
Jan. 2, 9, 1886.....	Stonewall	Failure to arrive.....		
Jan. 1, 4, 11, 1886.....	....do	Failure to depart		
In first quarter, 1886	Crested Butte to Ashcroft	Failure to perform service 27 miles.	.....	878 71
Jan. 23, 1886	Ashcroft	Failure to arrive.....		
Jan. 22; Mar. 14, 1886	....do	Failure to depart		
Dec. 8, 11, 15, 1886.....	Carnero	Failure to arrive.....	.....	6 87
Dec. 10, 14, 1886.....	... do	Failure to depart		
Feb. 13, 1886	Ferguson	Failure to arrive.....	.....	5 18
Feb. 2, 4, 1886.....	do	Failure to depart		
Jan. 1, 2, 4, 5, 6, 7, 8, 9, 1886....	Parlin to Quartz..	Failure on 18 miles	.....	144 43
Jan. 18, 19, 20, 21, 22, 23, 25, 1886.	On the route	Failure total		
Jan. 18, 21, 24, 26, 30; Mar. 11, 14, 1886.	Irwin	Failure to arrive.....	.....	14 19
Jan. 25, 27, 31; Mar. 12, 1886 ..	.. do	Failure to depart		
Jan. 18, 20, 1886.....	.....	Failure round trips	.....	7 68

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 17	38292	Georgetown to Grand Lake ...	Colo ...	C. D. Alexander.....	$2,800 00	$8 97
	38292	.....do	Colo ...	.....do	.....	.....
	38292	.....do	Colo ...	.....do	.....	.....
	38292	.....do	Colo ...	.....do	.....	.....
	38292	.....do	Colo ...	.....do	.....	.....
	38293	Hot Sulphur Springs to Coulter	Colo ...	H. N. Warren.....	574 00	1 83
	38293	.....do	Colo ...	.....do	.....	.....
	38293	.....do	Colo ...	.....do	.....	.....
	38293	.....do	Colo ...	.....do	.....	.....
	38291	Grand Lake to Gaskill.....	Colo ...	J. Cross.....	985 00 157 60 315 20	4 73 1 51
	38239	Ferguson to Grand Junction ..	Colo ...	H. Waller.....	1,075 00	10 33
	38299	.....do	Colo ..	.... do	.....	.....
		MAIL-MESSENGER SERVICE.				
	104006	Junction to railroad	Mont ..	H. L. Williams	275 00	37
	106004	Arvada to railroad.....	Colo ...	A. J. Allen	75 00	10
	106022	Fountain to railroad	Colo ...	H. W. Hutchin.....	180 00	57
	106023	Franceville to railroad	Colo ...	W. S. Taylor	300 00	96
	106036	Palmer to railroad	Colo ...	W. A. Hendricks	200 00	28
	106052	Wheeler to railroad..... ...	Colo ...	F. E. Wheeler.....	200 00	26
	109012	Hoytsville to railroad.....	Utah ..	R. Mills.....	100 00	16
	110005	Market Lake to railroad.....	Idaho..	L. Adams	180 00	50
	111012	Lyle to railroad..... ...	Wash T	M. H. Lyle	80 00	58
	112019	Springfield to railroad..... ...	Oreg...	J. Randle	190 00	30
	112026	Talent to railroad	Oreg...	C. D. Cary	150 00	24
		RAILROAD SERVICE.				
	27035	Burlington to Washington.	Iowa...	B. & N. W. Rwy	2,262 75	3 61
	27035	.....do	Iowa...	.....do	.....	.....
	27035	.....do	Iowa ..	...do	.....	.....
	27042	Chariton to Indianola	Iowa...	C., B. & Q. Rwy.	1,585 38	2 53
	27043	Hastings to Sidney	Iowa...	.....do	949 90	1 51
	27043	.....do	Iowa...	.....do	.....	.....
	27043	.....do	Iowa...	.....do	.....	.....
	27055	Red Oak to Griswold	Iowa...	.....do	807 12	1 26
	27058	Hastings to Carson.....	Iowa...	.....do	694 69	1 10
	27058	.....do	Iowa...	.....do	.....	.....
	27061	Bethany Junction to Albany ..	Iowa...	.....do	2,998 71	4 79
	27074	Red Oak to Eastport.....	Iowa...	.....do	3,730 91	5 95
	27074	.....do	Iowa...	.....do	.....	.....
	27074	.....do	Iowa...	.....do	.....	.....
	27074	.....do	Iowa...	.....do	.....	.....
	27082	Winfield to Oskaloosa	Iowa...	B. & W. Rwy.....	3,174 88	5 07
	27082	.....do	Iowa...	.....do	.....	.....
	27082	.....do	Iowa...	.....do	.....	.....
	27082	.....do	Iowa...	.....do	.....	.....
	27082	.....do	Iowa...	.....do	.....	.....
	27083	Clarinda to Northborough.....	Iowa...	C., B. & Q. Rwy	1,013 22	1 61
	28026	Bismarck to Texarkana	Mo. ...	St. L., I. M. & S. R. P. O.	26,621 00	.. ....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
an. 21, 23, 26, 28,30; Feb. 2,4, 11,18, 1886.	Georgetown	Failure to arrive		
Jan. 27, 29; Feb. 3, 5, 10, 1886	do	Failure to depart		$139 03
Jan. 19, 23, 26, 28,30; Feb. 3,5, 8; Mar. 16. 1886.	Grand Lake	Failure to arrive		
Jan. 22, 25, 27, 29, 1886	do	Failure to depart		
Mar. 17; Feb. 6, 9, 16, 1886		For delaying mail by permitting it to lay over along the route and deserting same.	$50 00	
Jan. 19, 23, 26, 30; Feb. 1, 3, 5, 10, 12, 17, 1886.	Hot Sulphur Springs.	Failure to arrive		
Jan. 20, 24, 27, 31; Feb. 2, 4, 6, 11, 13, 18, 1886.	do	Failure to depart		35 68
Jan. 20, 25, 27; Feb. 1, 3, 5, 8, 12, 15, 19, 1886.	Coulter	Failure to arrive		
Jan. 21, 23, 26, 30; Feb. 2, 4, 9, 11, 20, 1886.	do	Failure to depart		
Feb. 3, 10, 1886		Failure round trips		6 04
Feb. 9, 1886	Ferguson	Failure to arrive		10 33
Feb. 10, 1886	do	Failure to depart		
Mar. 25, 1886		Failure 1 connection		37
Feb. 27, 1886		Failure 1 trip		10
Jan. 20, 1886		do		57
Jan. 7, 8, 1886		Failure 1 trip each		1 92
In first quarter, 1886		Failure 2 trips		56
do		Failure 3 times		78
Mar. 19, 1886		Failure 1 trip		16
Mar. 14, 1886		do		50
Jan. 16, 19, 21, 23, 26, 28, 1886		Failure 1 trip each		3 48
In first quarter, 1886		Failure 2 trips		60
Jan. 23, 1886		Failure 1 trip		24
Jan. 8, 20, 22, 23, 30; Feb. 1, 1886.	Burlington	Failure to arrive		
Jan. 22; Feb. 3, 1886	Washington	do		27 07
Jan. 9, 20, 22, 23; Feb. 1, 2, 12, 1886	do	Failure to depart		
Jan. 22, 23, 1886	Indianola	Failure to arrive and depart		5 06
Jan. 7, 1886	Hastings	Failure to depart		
Jan. 8, 9, 11, 1886	do	Failure to arrive and depart		11 32
Jan. 7, 8, 9, 11, 1886	Sidney	do		
Jan. 8, 9, 1886		Failure round trip		5 12
Jan. 4, 9, 6, 22, 23, 1886		do	$0 50	11 00
Mch. 20, 1886	Carson	Failure to connect		
Jan. 8, 23, 1886		Failure round trip		19 16
Jan. 7, 8, 22, 1886	Red Oak	Failure to arrive		
Jan. 8, 9, 22, 1886	do	Failure to depart		32 72
Jan. 8, 9, 22, 1886	Eastport	Failure to arrive		
Jan. 8, 22, 1886	do	Failure to depart		
Jan. 8, 20, 22, 23, 29; Feb. 1, 1886.	Winfield	Failure to arrive		
Jan. 21, 22, 1886	do	Failure to depart		48 16
Jan. 9, 21, 22, 23; Feb. 2, 1886	Oskaloosa	Failure to arrive		
Jan. 8, 20, 22, 23; Feb. 2, 3, 1886.	do	Failure to depart		
Jan. 8, 9, 22, 23, 1886	do	Failure round trip		12 88
		Failed to run R. P. O. cars one way as follows: Train No. 604, between between Little Rock and Prescott (96 miles) Nov. 20, 21; and No. 601, between same points, Nov. 21, 1885, and between Neelyville and Little Rock (164.5 miles) Feb. 2; No 604, between Little Rock and Poplar Bluff (179.5 miles) Feb. 3; and No. 602, between Millsprings and Bismarck (59.03 miles) Feb. 5, 1886.		30 76

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 17	30002	New Orleans to Cheneyville	La	Mo. Pacific Ry	$13,112 03	$17 96
	31069	Shreveport to El Paso	La	T. & Pacific Ry	69,893 08	95 74
						88 07
						742 97
	31010	Texarkana to Marshall	Tex	do	15,631 28	21 41
	33007	St. Joseph to Grand Island	Kans	St. J. & G. I. Ry	15,264 71	20 91
						58 83
						226 50
		STEAMBOAT SERVICE.				
	11100	Fredericksburgh to Baltimore	Va	H. Williams	5,800 00	5 11
						15 10
	11100	do	Va	do		
	11100	do	Va	do		
	11100	do	Va	do		
	11100	do	Va	do		
	11100	do	Va	do		
	11100	do	Va	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 30, 1886	Cheneyville	Failure to arrive	.....	$8 98
.....	El Paso	Failed to connect with depending mails Mar. 5, 20, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1886 For negligence on the part of the company's messenger at Ysleta, Tex., in failing to dispatch the east bound mail, Mar. 25, 1886.	$528 50	.....
Jan. 10, 1886	Texarkana	Failure to connect	10 70	.....
.....	.....	Failure round trip, Jan. 4, 5, 7, 8, 22, 29, and half trip Jan. 20, 21, 23, 24, 27, 1886. Failed one way between Maryville and Grand Island (139.20 miles) Jan. 3, 30; one way between Belvidere and Saint Joseph (177.48 miles) Jan. 3; both ways between Hanover and Grand Island (123.60 miles) Jan. 6, and one way Jan. 11, 26; both ways between Hanover and Saint Joseph (129.28 miles) Jan. 9, 10; both ways between Fairbury and Grand Island (99.20 miles) Jan. 9; and between Belvidere and Grand Island (75.40 miles) Jan. 10; one way between Morrill and Grand Island (197.70 miles) Jan. 16; one way between Baileysville and Saint Joseph (85.18 miles) Jan. 16; one way between Saint Joseph and Merrill (55.18 miles), and between Grand Island and Baileysville (167.70 miles) Jan. 17; one way between Saint Joseph and Axtell (90.18 miles), and between Alexandria and Grand Island (84.50 miles) Jan. 21; one way between Sabetha and Grand Island (191.00 miles) Jan. 23, 27, 28; one way between Saint Joseph and Sabetha (61.88 miles) Jan. 24; and one way between Marysville and Sabetha (51.8 miles) Jan. 28, 1886.	.....	620 54
Jan. 7, 10, 14, 17, 21, 28, 24; Feb. 3, 7, 11, 18, 25, 28; Mar. 4, 1886.	Fredericksburgh	Failure to arrive	.....	905 68
Jan. 8, 11, 14, 18, 21, 25, 28; Feb. 4, 8, 11, 18, 25; Mar. 1, 4, 1886.	.. do	Failure to depart		
Jan. 16, 19, 23, 26; Feb. 6, 9. 1886.	Tappahannock	Failure to arrive		
Jan. 16, 19, 23, 26; Feb. 6, 9, 1886.	... do	Failure to depart		
Jan. 2, 6, 9, 13, 14, 16, 20, 21, 23, 27, 28, 30; Feb. 3, 4, 6, 10, 11, 13, 17, 18, 20, 24, 27; Mar. 3, 4, 6, 10, 13, 17, 20, 24, 27, 31, 1886.	....do	Failure to arrive and depart		
Jan. 1, 9, 15, 16, 20, 22, 23, 27, 29, 30; Feb. 3, 5, 6, 10, 12, 13, 19, 20, 27; Mar. 5, 6, 1886.	Baltimore	Failure to arrive		
Jan. 5, 12, 13, 15, 19, 20, 22 26, 27; Feb. 2, 3, 5, 9, 10, 16, 17, 23; Mar. 2, 3, 1886.	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886.						
Apr. 19	163	Strickland Ferry to Livermore.	Me	G. A. Gordon	$200 00	$0 31
	163	....do	Me	....do		
	163	....do	Me	....do		
	163	....do	Me	....do		
	164	Livermore to Canton	Me	J. R. Pigg	200 00	31
	164	....do	Me	....do		
	164	....do	Me	....do		
	164	....do	Me	....do		
	167	Fayette to South Chesterville	Me	L. Nichols	160 00	51
	167	....do	Me	....do		
	167	....do	Me	....do		
	167	....do	Me	....do		
	168	Wayne to Winthrop	Me	....do	150 00	23
	168	....do	Me	....do		
	168	....do	Me	....do		
	168	....do	Me	....do		
	168	....do	Me	....do		
	176	Auburn to No. Turner Bridge	Me	B. W. Beedy	594 00	94
	178	Mechanic's Falls to Webb's Mills.	Me	T. Waterman	370 00	59
	178	....do	Me	....do		
	178	....do	Me	....do		
	178	....do	Me	....do		
	178	....do	Me	....do		
	178	....do	Me	....do		
	179	Hebron to West Minot	Me	B. W. Beedy	280 00	22
	179	....do	Me	....do		
	179	....do	Me	....do		
	179	....do	Me	....do		
	179	....do	Me	....do		
	182	Oxford to Edes' Falls	Me	....do	396 00	63
	182	....do	Me	....do		
	182	....do	Me	....do		
	182	....do	Me	....do		
	185	North Lowell to Norway	Me	M. H. Mosher	585 00	93
	185	....do	Me	....do		
	185	....do	Me	....do		
	185	....do	Me	....do		
	187	Centre Lowell to North Lowell.	Me	J. H. Pigg	95 00	30
	187	....do	Me	....do		
	187	....do	Me	....do		
	187	....do	Me	....do		
	194	Harrison to Norway	Me	B. W. Beedy	430 00	68
	194	....do	Me	....do		
	194	....do	Me	....do		
	194	....do	Me	....do		
	196	Naples to East Baldwin	Me	J. Black	364 00	58
	196	....do	Me	....do		
	196	....do	Me	....do		
	196	....do	Me	....do		
	198	Portland to South Casco	Me	B. W. Beedy	700 73	1 11
	198	....do	Me	....do		
	198	....do	Me	....do		
	200	Portland to Bowery Beach	Me	....do	309 00	49
	202	East Lemington to Gorham	Me	J. Black	298 00	47
	202	....do	Me	....do		
	202	....do	Me	....do		
	202	....do	Me	....do		
	202	Biddeford Pool to Biddeford	Me	B. W. Beedy	310 00	49
	226	West Cumberland to Falmouth Railroad Station.	Me	....do	284 00	45
	226	....do	Me	....do		
	227	East Raymond to Gray	Me	J. R. Pigg	250 00	39
	227	....do	Me	....do		
	227	....do	Me	....do		
	227	....do	Me	....do		
	231	North Raymond to Upper Gloucester.	Me	L. Nichols	240 00	38
	231	....do	Me	....do		
	231	....do	Me	....do		
	231	....do	Me	....do		
	231	....do	Me	....do		
	231	....do	Me	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26; Mar. 1, 2, 3, 1886	Strickland's Ferry	Failnre to depart		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 2, 3, 1886	Livermore	do		$2 48
Feb. 27; Mar. 1, 3, 4, 1886	do	Failure to depart		
Feb. 26, 1886	do	Failnre to arrive		
Feb. 27, 1886	do	Failure to depart		
Feb. 26, 1886	Canton	do		1 09
Feb. 27; Mar. 2, 1886	do	Failure to arrive and depart		
Feb. 27, 1886	Fayette	Failure to depart		
Mar. 1, 1886	do	Failure to arrive		
Feb. 27, 1886	South Chesterville	do		1 02
Mar. 1, 1886	do	Failure to depart		
Feb. 26; Mar. 2, 1886	Wayne	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to depart		
Feb. 26; Mar. 2, 1886	Winthrop	do		1 04
Feb. 27, 1886	do	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to arrive		
Feb. 26, 1886		Failure on 17⅝ miles both ways		1 60
Feb. 26; Mar. 1, 2, 1886	Mechanic's Falls	Failure to depart		
Feb. 26; Mar. 1, 2, 1886	do	Failure to arrive		
Feb. 26, 1886	Webb's Mills	do		
Mar. 1, 1886	do	Failure to depart	$5 00	3 54
Feb. 27; Mar. 2, 1886	do	Failure to arrive and depart		
Dec. 30, 1885	West Poland	Receiving prepaid mail matter when on route and holding same for payment of 10-cent fee.		
Feb. 26, 1886	Hebron	Failure to arrive and depart		
Mar. 1; Feb. 27, 1886	do	Failure to arrive and depart twice.		
Feb. 26; Mar. 22, 1886	West Minot	Failure to depart		2 31
Feb. 26, 1886	do	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to arrive and depart twice.		
Feb. 26, 27; Mar. 2, 1886	Oxford	Failure to depart		
Feb. 27; Mar. 1, 2, 1886	do	Failure to arrive		3 15
Feb. 26, 27, 1886	Ede's Fall's	Failure to arrive and depart		
Feb. 26, 27; Mar. 1, 2, 1886	North Lovell	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
Feb. 25, 26, 27, 1886	Norway	Failure to arrive		6 51
do	do	Failure to depart		
Feb. 27; Mar. 1, 3, 1886	Centre Lowell	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to depart		1 35
do	North Lowell	Failure to arrive		
Mar. 1, 5, 1886	do	Failure to depart		
Feb. 26, 1886	Harrison	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to arrive and depart		
Mar. 3, 1886	do	Failure to depart		4 08
Feb. 25, 26, 27, 1886	Norway	Failure to arrive and depart		
Feb. 26, 27, 1886	Naples	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to depart		
Mar. 1, 1886	East Baldwin	do		1 74
Mar. 2, 1886	do	Failure to arrive		
Feb. 26; 1886	Portland	Failure to arrive and depart		
do	South Casco	Failure to arrive		2 22
Feb. 27, 1886	do	Failure to depart		
Jan. 9, 1886		Failure to perform service		1 00
Feb. 27, 1886	East Lemington	Failure to arrive and depart		
Mar. 1, 1886	do	Failure to arrive		1 64
Feb. 27; Mar. 1, 1886	Gorham	Failure to arrive and depart		
Feb. 26; Mar. 9, 1886		Failure to perform service		1 96
Feb. 26, 27, 1886	West Cumberland	Failure to arrive and depart		
do	West Falmouth	Failure to depart		1 35
Feb. 26; Mar. 1, 1886	East Raymond	Failure to arrive		
Feb. 27; Mar. 1, 1886	do	Failure to depart		
Feb. 26, 1886	Gray	do		1 75
Feb. 27; Mar. 1, 1886	do	Failure to arrive and depart		
Feb. 26, 1886	North Raymond	Failure to arrive		
Mar. 2, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 1886	do	Failure to arrive and depart		2 28
Feb. 26, 1886	Upper Cloucester	Failure to depart		
Feb. 27; Mar. 1, 1886	do	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to arrive		

Fines imposed on contractors and deductions made

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 19	235	Durham to East North Yarmouth.	Me	T. Waterman	$317 00	$0 50
	235	do	Me	do		
	235	do	Me	do		
	235	do	Me	do		
	238	Bowdoinham to Lisbon	Me	B. W. Beedy	346 00	55
	238	do	Me	do		
	242	Bath to Parker's Head	Me	C. W. Dodge	332 00	53
	247	Wiscasset to Linekin	Me	B. W. Beedy	630 00	1 00
	247	do	Me	do		
	247	do	Me	do		
	253	Richmond to Litchfield Plains	Me	E. L. Campbell	274 00	43
	253	do	Me	do		
	253	do	Me	do		
	254	Gardner to Alna	Me	C. W. Dodge	420 00	67
	254	do	Me	do		
	254	do	Me	do		
	255	Jefferson to Gardner	Me	J. R. Pigg	500 00	79
	259	Windsor to Searsmont	Me	B. W. Beedy	360 00	1 15
	259	do	Me	do		
	259	do	Me	do		
	259	do	Me	do		
	260	Cooper's Mills to Rockland	Me	C. S. Pease	1,010 23	1 60
	260	do	Me	do		
	260	do	Me	do		
	260	do	Me	do		
	260	do	Me	do		
	261	Waldoborough to Liberty	Me	R. C. Moores	549 00	87
	261	do	Me	do		
	261	do	Me	do		
	261	do	Me	do		
	261	do	Me	do		
	267	Monhegan to Booth Bay	Me	C. W. Dodge	262 00	1 25
	267	do	Me	do		
	267	do	Me	do		
	267	do	Me	do		
	273	Rockland to North Haven	Me	W. A. Mills	400 00	1 28
	279	Liberty to Belfast	Me	L. Nichols	430 00	68
	279	do	Me	do		
	279	do	Me	do		
	279	do	Me	do		
	283	Northport to North Isleborough.	Me	R. F. Heal	300 00	74
	283	do	Me	do		
	283	do	Me	do		
	283	do	Me	do		
	284	North Palermo to Palermo	Me	F. A. Wood	190 00	30
	285	South Albion to Fairfield	Me	J. H. Fuller	685 00	54
	285	do	Me	do		
	285	do	Me	do		
	285	do	Me	do		
	6201	New York to Mariner's Harbor	N. Y.	H. Gill	1,900 00	75
	6202	Brooklyn to Utrecht	N. Y.	W. A. Stoddard	770 00	41 17
	6304	Au Sable Forks to Keene Valley	N. Y.	J. F. Gilbert	512 00	81
	6210	Greenport to Shelton Island	N. Y.	C. C. Morse	173 00	27
	6210	do	N. Y.	do		
	6210	do	N. Y.	do		
	6326	Heuvelton to Macomb	N. Y.	Z. T. Carpenter	427 00	27 82
	6398	Canastota to Petersborough	N. Y.	W. A. Stoddard	270 00	42
	6414	Fulton to Mexico	N. Y.	C. C. Morse	464 00	74
	6426	Seneca Falls to East Varick	N. Y.	F. J. Smith	379 00	60
	6426	do	N. Y.	do		
	6430	Canandaigua to Blood's Depot	N. Y.	W. Van Ripen	573 00	62 14
	6430	do	N. Y.	do		
	6430	do	N. Y.	do		
	6430	do	N. Y.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26, 1886	Durham	Failure to arrive		
Feb. 27, 1886	do	Failure to arrive and depart	.....	$1 25
Feb. 26, 1886	E. N. Yarmoth	Failure to depart		
Feb. 27, 1886	do	Failure to arrive		
Feb. 27, 1886	Bowdoinham	Failure to arrive and depart	.....	1 65
Feb. 26, 27, 1886	Lisbon	....do		
Jan 9, 1886	do	Failure to perform service	.....	1 06
Feb. 27, 1886	Wiscasset	Failure to arrive and depart		
Feb. 26, 1886	Linekin	Failure to arrive	.....	2 00
Feb. 27, 1886	...do	Failure to depart		
Feb. 27; Mar. 1, 2, 1886	Richmond	Failure to arrive and depart		
Feb. 26; Mar. 1, 2, 1886	Litchfield Plains	Failure to arrive	.....	2 58
Feb. 27; Mar. 1, 2, 1886	do	Failure to depart		
Feb. 27, 1886	Gardiner	Failure to arrive and depart		
Feb. 26, 1886	Alna	Failure to arrive	.....	1 68
Feb. 26, 27, 1886	do	Failure to depart		
Feb. 27, 1886	do	Failure to perform service	.....	1 58
Feb. 27, 1886	Windsor	Failure to depart		
Mar. 1, 1886	do	Failure to arrive		
Feb. 27; Mar. 2, 1886	Searsmont	....do	.....	2 88
Mar. 1, 1886	do	Failure to depart		
Feb. 26, 1886	Rockland	Failure to arrive		
Mar. 1, 1886	do	Failure to depart		
Feb. 27, 1886	do	Failure to arrive and depart	.....	4 80
Mar. 2, 1886	Cooper's Mills	Failure to arrive		
Mar. 3, 1886	do	Failure to depart		
Feb. 26, 1886	Waldoborough	....do		
Feb. 27, 1886	do	Failure to arrive		
Feb. 26; Mar. 2, 1886	Liberty	Failure to arrive and depart	.....	3 92
Feb. 27, 1886	do	....do		
Mar. 3, 1886	do	Failure to depart		
Mar. 3, 1886	do	....do		
Feb. 2, 1886	Monhegan	Failure on three-fourths of a trip		
Feb. 27, 1886	do	Failure to arrive and depart	.....	4 39
do	Booth Bay	do		
Feb. 3, 4, 25, 26, 1886		Failure two trips	.....	5 12
Feb. 26; Mar. 1, 3, 1886	Liberty	Failure to arrive		
Feb. 27; Mar. 2, 4, 1886	do	Failure to depart		
Feb. 27; Mar. 2, 1886	Belfast	Failure to arrive and depart	.....	3 74
Mar. 1, 1886	do	Failure to depart		
Jan. 6, 13; Feb. 4, 27; Mar. 1, 1886.	Northport	Failure to arrive		
Jan. 3, 5, 13; Mar. 1, 1886	do	Failure to depart	.....	3 76
Jan. 5, 13; Mar. 1, 1886	North Isleborough	Failure to arrive		
Jan 6, 13; Feb. 4, 27, 1886	do	Failure to depart		
Feb. 26, 27; Mar. 1, 1886		Failure to perform service	.....	1 80
Feb. 26, 1886	South Albion	Failure to arrive and depart		
Feb. 27, 1886	do	Failure to arrive and depart both trips		
Feb. 13, 1886	Fairfield	Failure to arrive and depart second trip.	.....	3 24
Feb. 27, 1886	....do	Failure to arrive and depart both trips.		
Jan. 1, 1886		Failure three trips	.....	4 53
Jan. 1, 1886	On the route	Failure to perform more than 1 trip.	.....	1 16
Jan. 5, 1886		Failure to perform service	.....	1 62
Feb. 5; Mar. 1, 2, 1886	Greenport	Failure to arrive		
Feb. 4, 5; Mar. 1, 2, 1886	do	Failure to depart	.....	1 48
Feb. 4, 5; Mar. 1, 2, 1886	Shelton Island	Failure to arrive		
Jan. 9, 1886	On the route	Failure one trip	.....	2 18
	....do	For throwing the mail-pouch on the ground in front of the office at Mile Strip after being instructed and urged not to do so.	$3 00	.....
Jan. 21, 1886	Fulton to Butterfly	Failure to perform service on 14¼ miles.	.....	1 28
Jan. 9, 1886	Seneca Falls	Failure to arrive and depart	.....	1 20
Jan. 1, 1886	East Varick	do		
Feb. 16; Mar. 19, 1886	Canandaigua	Failure to arrive and depart (six times a week's service.)		
Mar. 23, 1886	Naples	Failure to arrive	250 00	1 38
Mar. 24, 1886	....do	Failure to depart twelve times a week.		
Mar. 20, 1886	Reed's Corners	Wet and damaged mail		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 19	6431	Junius to Clyde	N. Y.	C. C. Morse	$288 00	$0 46
	6432	Prattsburgh to Penn Yan	N. Y.	W. H. Smith	590 00	94
	6432	....do	N. Y.	....do		
	6436	Watertown to Gardner's Corners.	N. Y.	....do	690 00	1 11
	6436	....do	N. Y.	....do		
	6338	Carthage to Pinckney	N. Y.	F. J. Smith	499 00	32
						14
	6338	....do	N. Y.	....do		
	6338	....do	N. Y.	....do		
	6338	....do	N. Y.	....do		
	6345	Adams Centre to Tremain's Corners.	N. Y.	S. L. Austin	32 0 17	17
						15
	6345	....do	N. Y.	....do		
	6346	Adams to Worth Centre	N. Y.	W. F. Costellow	370 00	59
	6351	Booneville to Constableville	N. Y.	C. C. Morse	379 00	60
	6363	Amsterdam to Burtonsville	W. Va.	Hudson & Fuller	337 00	53
	12144	Mingo Flat to Marlin's Bottom.	W. Va	J. Landes, jr	416 00	1 33
	12144	....do	W. Va.	....do		
	12144	....do	W. Va.	....do		
	12144	....do	W. Va.	....do		
	12144	....do	W. Va.	....do		
	12144	....do	W. Va.	....do		
	12447	Davis to Parsons	W. Va.	Z. T. Carpenter	420 00	1 34
	12151	Saint George to Red Creek	W Va.	J. D. Smith	188 12	90
	12151	....do	W. Va	....do		
	12151	....do	W. Va.	....do		
	12151	....do	W. Va.	....do		
	12151	....do	W. Va.	....do		
	12152	Saint George to Philippi	W. Va	J. E. Jones	270 00	1 29
	12153	Saint George to Eglon	W. Va	B. W. Beedy	336 00	1 07
	12153	....do	W. Va.	....do		
	12154	Alum Hill to Leadsville	W. Va	E. E. Mouse	125 00	60
					133 33	63
	12154	....do	W. Va	....do		
	12358	Madison to Logan C. H	W. Va	B. W. Beedy	840 00	1 34
	12358	....do	W. Va.	....do		
	12358	....do	W. Va.	....do		
	12363	Fayetteville to Raleigh C. H	W. Va.	A. Evans	601 92	96
	12368	Raleigh to Quinnamont	W. Va.	J. D. Smith	348 00	55
	12368	....do	W. Va	....do		
	12368	....do	W. Va.	....do		
	12368	....do	W. Va	....do		
	12369	Raleigh to Oceana	W. Va.	S. Roles	892 00	1 42
	12369	....do	W. Va	....do		
	12369	....do	W. Va	....do		
	12370	Raleigh C. H. to Hinton	W. Va	J. M. Hinton	374 40	1 19
	12370	....do	W. Va.	do		
	12371	Raleigh C. H. to Pineville	W. Va	P. Snuffer	225 00	1 08
	12375	Shady Springs to Sunflower	W. Va	C. A. Canterbery	135 00	43
	12375	....do	W. Va.	....do		
	12377	Jumping Branch to Joe's Branch.	W. Va.	L. Goode	210 00	2 01
	12377	....do	W. Va.	do		
	12378	Salt Sulphur Springs to Red Sulphur Springs.	W. Va.	J. C. Foley	222 70	71
	12378	....do	W. Va.	....do		
	12381	Union to Sweet Springs	W. Va	C. O. Baker	211 00	67
	12383	Alderson's to Indian Creek	W. Va.	J. D. Smith	450 00	71

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26, 1886	.....	Failure to perform service	.....	$1 00
Jan. 11; Mar. 26, 1886	Prattsburgh	Failure to arrive	.....	1 41
Mar. 28, 1886	.....	Failure to depart		
Jan. 3; Feb. 11, 25, 26, 1886	Gardner's Corners	Failure to arrive	.....	4 44
Jan. 2; Feb. 11, 25, 26, 1886	....do	Failure to depart		
Feb. 12, 15; Mar. 22, 29, 1886	Copenhagen to Pinckney.	Failure to perform service 6 times a week.	.....	1 68
Jan. 1; Feb. 25, 1886	Copenhagen	Failure to arrive and depart		
Feb. 20, 1886	Pinckney	....do		
Feb. 26, 1886	....do	Failure to depart six times a week service, 1¼ pro rata.		
Jan. 4, 21, 1886	12 times a week	Failure to perform service	.....	1 58
Jan. 9, 21; Feb. 16, 1886	6 times a week	....do		
Jan. 21; Feb. 12, 1886	.....	do	.....	2 36
.....	.....	Failure to perform service according to contract, in that he has supplied Locust Grove from Leyden instead of from Port Leyden during the quarter.	$5 00	.....
Feb. 10, 24, 1886	Burtonsville	Failure to arrive and depart	.....	1 06
Jan. 4, 1886	.....	Failure on 20 miles		
Jan. 12; Feb. 2, 6; Mar. 23, 30, 1886.	Mingo Flat	Failure to arrive		
Jan. 11; Feb, 1, 5; Mar. 22, 29, 31, 1886.	....do	Failure to depart	.....	16 59
Jan. 11; Feb. 1, 3; Mar. 22, 29, 31, 1886.	Marlin's Bottom	Failure to arrive		
Jan. 12; Feb. 2, 4; Mar. 23, 30, 1886.	....do	Failure to depart		
Mar 30, 1886	Parsons	Failure to arrive and depart	.....	1 34
Jan. 4, 11; Feb. 5; Mar. 22, 29, 1886.	Saint George	Failure to arrive		
Jan. 5, 12; Feb. 6; Mar. 23, 30, 1886.	....do	Failure to depart	.....	5 40
Feb. 6, 1886	Red Creek	Failure to arrive		
Feb. 5, 1886	....do	Failure to depart		
Jan. 12, 13, 1886	.....	Failure total	.....	2 58
Jan. 9, 1886	.....	Failure on 3 miles	.....	4 58
Jan. 12, 30, 1886	.....	Total failure		
Jan. 5, 12, 16; Feb. 6, 9, 13, 27; Mar. 20, 23, 1886.	.....	Failure on 6 miles	.....	4 06
Mar. 30, 1886	.....	Failure on 7⅛ miles		
Jan. 4, 6, 9, 11, 18; Feb. 4, 5, 6; Mar. 22, 30, 31, 1886.	Madison	Failure to arrive and depart		
Jan. 11; Feb. 3, 4, 5, 13; Mar. 22, 31, 1886.	Logan C. H	Failure to arrive	.....	28 81
Jan. 4, 5, 9, 11, 19; Feb. 3, 4, 5; Mar. 22, 26, 30, 31, 1886.	....do	Failure to depart		
Feb. 6, 13, 1886	Raleigh C. H	Mail brought by unsworn carriers.	1 00	.....
Jan. 2, 1886	....do	Mail brought by boy under age and unsworn.		
Jan. 16, 1886	.....	Carrier unsworn	5 00	.....
Jan. 27, 1886	.....	Subcontractor with mail and drunk.		
Jan. 5; Feb. 5, 1886	Quinnamont	Failure to arrive and depart	.....	1 10
Mar. 20, 27, 1886	Raleigh C. H	Wet mail	1 00	.....
Feb. 3, 1886	Oceana	Failure to arrive and depart	.....	4 18
Mar. 31, 1886	....do	Failure on 40 miles		
Jan. 11; Mar. 31, 1886	.....	Failure on quarter mile	.....	1 52
Feb. 3, 1886	.....	Failure on 15 miles		
.....do	Pineville	Failure to arrive and depart	.....	1 08
Jan. 9; Feb. 4, 6, 1886	Shady Springs	.....do	.....	2 15
Jan. 9; Feb. 4, 1886	Sunflower	.....do		
Jan. 14, 1886	.....	Failure on 30 miles	.....	6 76
Feb. 4, 1886	.....	Failure total		
Jan. 11, 1886	Salt Sulphur Springs.	Failure to arrive and depart	.....	1 42
Jan. 31, 1886	Red Sulphur Springs.	.... do		
Jan. 4; Mar. 31, 1886	.....	Failure on 8 miles	.....	1 08
Mar. 30, 1886	.....	Failure total	.....	1 42

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 19	12387	Red Sulphur Springs to Lowell.	W. Va.	V. Boreing	$540 00	$0 86
	12391	Princeton to Hinton	W. Va	J. E. Meadow	939 00	1 50
	12391	do	W. Va.	do		
	12391	do	W. Va	do		
	12391	do	W. Va.	do		
	12392	Princeton to Shady Springs	W. Va.	W. H. Smith	320 00	1 53
	12392	do	W. Va	do		
	12393	Concord Church to Indian Mills.	W. Va	V. Boreing	295 00	94
	12393	do	W. Va	do		
	12394	Littlesborough to Oceana	W. Va	J. C. Tilley	250 00	2 40
		Riverside to Oceana	W. Va	do	217 89	2 08
	12401	Moatsville to Moatsville	W. Va	J. D. Smith	160 00	51
	12403	Parkersburgh to Elizabeth	W. Va	W. H. Smith	760 00	1 21
	12403	do	W. Va	do		
	12403	do	W. Va	do		
	12403	do	W. Va	do		
	12403	do	W. Va	do		
	12405	Braxton C. H. to Newton	W. Va	S. W. Cunningham	525 00	1 68
	12405	do	W. Va	do		
	12405	do	W. Va	do		
	12405	do	W. Va	do		
	12410	Bruceton Mills to Fairchance	W. Va	J. D. Smith	480 00	76
	12410	do	W. Va	do		
	12410	do	W. Va	do		
	12411	Warfield to Wooten's	W. Va	do	150 00	1 44
	12414	Victor to Winston	W. Va	do	170 00	81
	12420	Reedy Ripple to Odaville	W. Va	do	96 00	92
	12422	Glenwood to Milton	W. Va	M. R. Edwards	127 00	61
	12423	Hookersville to Strange Creek	W. Va	F. S. Smith	119 00	1 14
	12430	Ravenswood to Jerry's Run	W. Va	J. D. Smith	80 00	76
	12432	Romney to Moorefield	W. Va	T. R. Parker	499 00	79
	12432	do	W. Va	do		
	12433	Eglon to Oakland	W. Va	J. D. Smith	338 00	53
	13103	Murphy to Blairsville	N. C	A. F. Wellborn	130 00	62
	13103	do	N. C	do		
	13113	Forney's Creek to Chilhowee	N. C	A. B. Welch	275 00	1 32
	13113	do	N. C	do		
	13113	do	N. C	do		
	13113	do	N. C	do		
	13117	Franklin to Forney's Creek	N. C	E. H. Franks	351 00	1 12
	13117	do	N. C	do		
	13117	do	N. C	do		
	13117	do	N. C	do		
	13253	Dobson to Old Town	N. C	M. H. Norman	174 00	27 56
	13253	do	N. C	do		
	13253	do	N. C	do		
	13373	Durham to Patterson's Mills	N. C	C. D. Jackson	48 00	46
	13435	Vineland to Shallotte	N. C	E. Edwards	196 00	1 88
	18244	Fearn's Springs to Philadelphia.	Miss	C. T. McLeod	260 00	1 25
	18244	do	Miss	do		
	18244	do	Miss	do		
	18244	do	Miss	do		
	18245	Louisville to Brookville	Miss	W. B. Shumaker	379 00	1 82
	18248	Louisville to Philadelphia	Miss	J. J. Campbell	430 00	2 06
	18249	Louisville to Macon	Miss	J. D. Emerson	1,190 00	1 89
	18249	do	Miss	do		
	18249	do	Miss	do		
	18251	Macon to Franconia	Miss	J. J. Campbell	590 00	1 89
	18251	do	Miss	do		
	18251	do	Miss	do		
	18251	do	Miss	do		
	18265	Sharon to Thomastown	Miss	do	580 00	1 85
	18269	Philadelphia to Java	Miss	do	238 00	1 14
	18271	Scooba to De Kalb	Miss	A. C. Vinson	420 00	67
	18272	Sucarnoochee to Oak Grove	Miss	J. J. Campbell	109 00	52
	18275	De Kalb to Philadelphia	Miss	J. W. Conner	343 98	1 65
	18275	do	Miss	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 30, 31, 1886		Failure total		$3 44
Jan. 9; Feb. 3, 4, 5, 1886	Princeton	Failure to arrive		
Jan. 11; Feb. 4, 5, 1886	do	Failure to depart		8 25
Jan 9; Mar. 31, 1886	Hinton	Failure to arrive		
Jan. 9, 11, 1886	do	Failure to depart		
Jan. 9, 1886		Failure on 25 miles		3 24
Jan. 11, 1886		Failure on 11 miles		
Mar. 30, 1886		Failure total		5 64
Jan. 5, 9, 12; Feb. 4, 1886		Failure on 10 miles		
Feb. 7, 1886		Failure on 20 miles		2 10
Feb. 14, 1886		Failure on 4 miles		
Jan. 5, 1886		Failure total		1 02
Jan. 11, 1886	Parkersburgh	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
do	Elizabeth	Failure to arrive and depart		4 84
Jan. 9, 1886	do	Failure to arrive and depart on 22 miles.		
Jan. 6, 1886		Failure on 4 miles		
Jan. 9, 1886	Braxton C. H	Failure to arrive		
Jan. 4, 11; Feb. 3, 5, 1886	Newton	do		8 82
Jan. 5; Feb. 4, 6, 1886	do	Failure to depart		
Mar. 31, 1886		Failure on 25 miles both ways		
Jan. 9, 1889		Failure on 11½ miles		
Jan. 11, 1886		Failure on 17¼ miles		5 22
Jan. 12, 13, 14, 1886		Failure on 10½ miles		
do		Failure on 12 miles each way between Wooten's and Pigeon, mouth of.		22 50
Jan. 5, 9, 12, 16, 19, 23; Feb. 6, 9, 13; Mar. 30, 1886.	Winston	Failure to arrive and depart		8 10
Jan. 9, 16, 30; Feb. 13, 1886		Failure total		7 36
Jan. 11, 1886		do		1 22
do	Strange Creek	Failure to arrive and depart		1 14
Jan. 9, 16, 1886		Failure total		3 04
Jan. 21; Feb. 4, 12; Mar. 30, 31, 1886.	Romney	Failure to arrive		2 37
Mar. 31, 1886	Moorefield	do		
Jan. 11, 1886		Failure total		1 06
Jan. 12, 1886	Murphy	Failure to arrive and depart		2 48
Jan. 9, 12; Mar. 30, 1886	Blairsville	do		
Jan. 5, 1886	Forney's Creek	Failure to depart		
Jan. 6, 1886	do	Failure to arrive		13 23
Jan. 12, 15; Mar. 16, 30, 1886.		Failure round trip		
Jan. 22, 1886		Failure on 18 miles		
Jan. 5, 12; Mar. 30, 1886	Franklin	Failure to arrive		
Jan. 4, 11; Mar. 31, 1886	do	Failure to depart		8 40
Jan. 4, 8, 11, 13; Mar. 31, 1886	Forney's Creek	Failure to arrive		
Jan. 5, 9, 12, 14, 1886.	do	Failure to depart		
Jan. 12, 16, 19; Feb. 6, 1886	Dobson to Edwardsville.	Failure on 9 miles		
Jan. 4, 18, 25; Feb. 5, 1886	Edwardsville to Old Town.	Failure on 17½ miles		7 76
Jan. 12, 15, 1886.	do	Failure to arrive and depart		
Jan. 1 to Mar. 25, 1886		Failure to perform service		11 20
Jan. 15, 1886		Failure on 15 miles		1 63
Mar 30, 1886	Fearn Springs	Failure to depart		
Mar. 31, 1886	do	Failure to arrive		3 75
Jan. 8; Mar. 30, 1886	Philadelphia	do		
Jan. 9; Mar. 31, 1886	do	Failure to depart		
Mar. 30, 1886	Brookville	Failure on 17¾ miles		2 10
Jan. 15, 1886		Failure total		4 12
Mar. 30, 1886	Louisville	Failure on 31 miles		
Mar. 31, 1886	do	Failure to arrive and depart		6 49
do	Macon	Failure to depart		
Jan. 4, 1886	Franconia	Failure to arrive		
Jan. 5, 1886	do	Failure to depart		5 95
Mar. 29, 1886	do	Failure on 24 miles		
Mar. 31, 1886	do	Failure to arrive		
Mar. 30, 1886		Failure total		3 70
Jan. 8; Mar. 30, 1886		do		4 56
Mar. 30, 1886		do		1 34
do		do		1 04
Jan. 8, 1886		do		3 30
Feb. 27, 1886	Coffadeliah	Wet mail	$1 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 19	18276	De Kalb to Moscow	Miss	J. W. Cannon	$219 40	$1 05
	18280	Terry to Utica	Miss	J. J. Campbell	545 19	1 74
	18280	do	Miss	do		
	18285	Brandon to Carthage	Miss	do	820 00	3 94
	18286	Brandon to Trenton	Miss	do	266 00	1 27
	18286	do	Miss	do		
	18286	do	Miss	do		
	18286	do	Miss	do		
	18290	Forest to Raleigh	Miss	C. C. Morse	1, 133 00	1 80
	18290	do	Miss	do		
	18290	do	Miss	do		
	18290	do	Miss	do		
	18292	Forest to Sylvarena	Miss	J. J. Campbell	187 06	1 79
	18293	Lake to Philadelphia	Miss	J. B. Colegrove	1, 070 00	3 42
	18293	do	Miss	do		
	18293	do	Miss	do		
	18296	Newton to Philadelphia	Miss	J. A. Whitten	1, 180 00	1 87
	18296	do	Miss	do		
	18296	do	Miss	do		
	18296	do	Miss	do		
	22114	Booneville to Yankeetown	Ind	H. W. Winslow	634 00	1 09
	22114	do	Ind	do		
	22150	Loogootee to Odon	Ind	V. Boreing	230 00	73
	22152	Trinity Springs to Owensburgh	Ind	do	217 00	69
	22152	do	Ind	do		
	22167	Idlewild to Corydon	Ind	do	151 30	72
	22177	Solon to Charlestown	Ind	W. H. Hostetter	210 00	67
	22178	Otisco to Bethlehem	Ind	V. Boreing	298 00	95
	22178	do	Ind	do		
	22182	Lexington to Madison	Ind	J. R. Morgan	456 16	62
	22182	do	Ind	do		
	22182	do	Ind	do		
	22182	do	Ind	do		
	22182	do	Ind	do		
	22189	Salem to Little York	Ind	V. Boreing	97 00	93
	22198	Salem to Fredericksburgh	Ind	do	1 70	81
	22207	Dupont to Holton	Ind	J. West	386 89	1 24
	22208	Madison to Home	Ind	V. Boreing	228 91	73
	22208	do	Ind	do		
	22215	Patroit to Vevay	Ind	H. W. Winslow	543 00	86
	22242	Brookville to Brookville	Ind	V. Boreing	249 00	79
	22242	do	Ind	do		
	22244	Metamora to Metamora	Ind	do	1 98	63
	22244	do	Ind	do		
	22247	Liberty to Brookville	Ind	J. Butler	600 00	95
	22247	do	Ind	do		
	22247	do	Ind	do		
	22256	Elkinsville to Nashville	Ind	G. Elkins	118 00	56
	22258	Nashville to Mount Moriah	Ind	V. Boreing	215 00	1 03
	22267	Greencastle to Greencastle	Ind	do	533 00	85
	22273	Danville to New Maysville	Ind	do	417 00	66
	22273	do	Ind	do		
	28137	Greencastle to Lindersville	Mo	R. Ritter	405 29	43 1 29
	28212	St. Elizabeth to Spring Garden	Mo	W. Ellison	196 30	94
	28213	Unionville to Ravanna	Mo	W. F. Hansberger	586 92	1 87
	28213	do	Mo	do		
	28232	Lima to Bogard	Mo	J. D. Smith	384 68	34 43
	28331	Wittinburgh to Grand Tower	Mo	R. Ritter	149 00	23
	28304	Slater to Little Rock	Mo	E. M. Hardin	348 94	55
	28313	Lamonte to Sigel	Mo	W. F. Yankee	173 00	55
	28320	Independence to Sibley	Mo	E. M. Hardin	240 00	76
	28338	Butler to La Cygne	Mo	J. A. Craft	849 00	1 35
	28339	Butler to Appleton City	Mo	do	436 34	1 39
	28348	Lamar to Nashville	Mo	R. Ritter	248 00	79
	28349	Georgia to Opolis	Mo	do	147 00	47
	28357	Sarcoxie to Lockwood	Mo	J. A. Craft	376 00	1 20

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	De Kalb	Failure to arrive and depart		$1 05
Jan. 6, 8, 15; Feb. 26, 1886	Utica	Failure to arrive		6 96
Jan. 7, 9, 16; Feb. 27, 1886	do	Failure to depart		
Jan. 15; Mar. 30, 1886	Carthage	Failure on 9 miles		2 12
Jan. 14, 1886	Brandon	Failure to depart		3 00
Jan. 15, 1886	do	Failure to arrive		
Jan. 7, 14, 1886	Trenton	do		
Jan. 8, 15, 1886	do	Failure to depart		
Jan. 9, 16, 1886	Forest	Failure to arrive		9 00
Jan. 9, 15, 1886	do	Failure to depart		
Jan. 9, 15; Mar. 30, 1886	Raleigh	Failure to arrive		
Jan. 9, 16; Mar. 31, 1886	do	Failure to depart		
Jan. 8, 1886	Forest	Failure on 26 miles		3 00
Feb. 26, 1886	Lake	Failure to arrive and depart		6 12
Mar. 31, 1886	do	Failure on 16¼ miles		
Feb 27; Mar. 2, 30, 1886	Philadelphia	Failure on 1½ miles both ways		
Jan 8, 1886	Newton	Failure on 34½ miles		8 21
Mar. 29, 1886	do	Failure to arrive		
Mar. 30, 1886	do	Failure to arrive and depart		
do	Philadelphia	do		
Jan. 9, 1886		Failure total	$2 16	2 18
Jan. 11, 12, 13, 14, 23, 30, 1886		Failure to supply Newburgh on return trips.		
		Mail due March 25 not carried till next day.	1 00	
Jan. 9, 12, 1886		Failure total		3 86
Jan. 16, 1886		Failure on 12 miles		1 44
Jan. 9, 1886		Failure total		2 68
Feb. 2, 16, 1886		do		2 13
Jan. 9, 1886		Failure on 14 miles		
Mar. 5, 1886	Otisco	Failure to connect		
Feb. 14, 21, 28, 1886		Failure total		5 71
Jan. 11, 1886	Madison	Failure to arrive and depart		
Feb. 4, 16, 1886	do	Failure to connect		
Jan. 9, 1886		Failure on 11 miles		
do		Failure total		1 86
Jan. 9, 16, 1886		do		3 24
Jan. 9, 1886		Failure on 16½ miles		1 81
do		Failure total		2 43
Jan. 16, 1886		Failure two-thirds of a trip		
Jan. 9, 12, 1886		Failure total		3 44
do		do		3 95
Feb. 2, 5, 1886		Failure half trip		
Jan. 9, 1886		Failure total		2 79
Jan. 16; Feb. 25, 1886		Failure on 14 miles one way		
Jan. 9, 11, 16, 28, 1886		Failure total		12 03
Mar. 31, 1886	Liberty	Failure to arrive and depart		
Jan. 12; Feb. 15, 25, 1886		Failure on 11 miles		
Jan. 16, 1886		Failure total		1 12
Jan. and Feb., 1886		Failure on 4 miles		10 06
Jan. 9, 1886		Failure total		1 70
do		Failure on 6 miles		1 41
Jan. 23, 1886		Failure on 8½ miles		
		Failure to supply Loefler on return trips from January 1 to March 31, 1886, omitting 2½ miles each round trip, and omitting 21½ miles January 9 on service required biweekly, 1½ pro rata.		14 01
Jan. 8, 15; Feb. 9, 13, 20; Mar. 23, 30, 1886.		Failure to perform service		13 16
Jan. 9, 1886		Failure on 17 miles		3 79
Jan. 8, 22, 1886		Failure on 10½ miles		
Jan. 9; Feb. 9, 1886	Tri-weekly	Failure to perform trips		1 36
Jan. 8, 9, 11, 25, 26, 27, 28; Feb. 2, 10, 15, 1886.		Failure to perform service		4 60
Jan. 1, 1886		do		1 10
Feb. 20, 1886		Carrier intoxicated	1 00	
Jan. 9, 1886		Failure to perform service		1 52
do		do		2 70
Jan. 8, 9, 11, 12; Feb. 3, 4, 1886.		do		8 34
Jan. 8; Feb. 3, 1886		do		3 16
Jan. 9; Feb. 4, 6, 1886		do		2 82
Jan. 8; Feb. 3, 1886		do		2 40

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 19	28358	Carthage to Golden City	Mo	J. A. Craft	$514 50	$0 44 75
	28358	do	Mo	do		
	28359	Seneca to Southwest City	Mo	E. J. Melton	858 00	1 37
	28359	do	Mo	do		
	28363	Watkins to Mount Vernon	Mo	do	257 05	1 23
	28363	do	Mo	do		
	28367	Mount Vernon to Ash Grove	Mo	do	268 00	1 28
	28373	Shady Grove to Wishart	Mo	do	280 60	44
	31201	Austin to Luling	Tex	B. Magoffin	1,290 00	2 05
	31201	do	Tex	do		
	31212	Burton to Fayetteville	Tex	G. M. T. Webb	516 00	1 65
	31217	La Grange to Flatonia	Tex	I. R. Burke	500 00	1 60
	31219	La Grange to Ledbetter	Tex	W. B. Catching	305 55	98
	31225	Bastrop to Jeddo	Tex	G. M. T. Webb	350 00	1 68
	31245	Burnet to Lampasas	Tex	G. M. Snodgrass	811 64	1 29
	31245	do	Tex	do		
	31348	Lewisville to Steward's Creek	Tex	V. Boreing	73 13	35
	31253	Llano to San Saba	Tex	do	640 50	2 05
	31262	Brady to Waldrip	Tex	G. M. Snodgrass	333 00	1 60
	31263	Mason to Brady	Tex	V. Boreing	999 00	1 59
	31276	Rockdale to Davilla	Tex	do	343 00	1 09
	31301	Willow Hole to Madisonville	Tex	W. B. Catching	280 66	89
	31301	do	Tex	do		
	31304	Huntsville to Madisonville	Tex	G. M. Snodgrass	1,034 00	1 64
	31305	Madisonville to Centreville	Tex	do	591 00	1 89
	31317	Durango to Temple	Tex	V. Boreing	636 00	1 01
	31317	do	Tex	do		
	31317	do	Tex	do		
	31319	Marlin to Durango	Tex	do	426 00	1 36
	31341	Waxahachie to Ovilla	Tex	W. B. Catching	481 00	76
	31341	do	Tex	do		
	31356	Terrell to Farmersville	Tex	G. M. Snodgrass	555 27	1 77
	31356	do	Tex	do		
	35291	Miller to Roanoke	Dak	J. B. Colegrove	2,888 08	3 70 1 81
	35291	do	Dak	do		
	35291	do	Dak	do		
	39113	Chaperito to Fort Sumner	N. M.	A. B. Cotton	2,523 03	8 08
	39113	do	N. M.	do		
	39131	Holbrook to Fort Apache	N. M.	H. N. Warren	4,056 11	12 99
	39131	do	N. M.	do		
	39133	Carthage to Fort Stanton	N. M.	W. A. Stoddard	5,070 69	6 94
	39133	do	N. M.	do		
	39133	do	N. M.	do		
	39148	Las Vegas to Fort Bascom	N. M.	do	3,129 85	10 02
	39148	do	N. M.	do		
	39152	Lordsburgh to Clifton	N. M.	W. P. Davidson	4,457 15	7 11
	39172	Raton to Elkins	N. M.	M. W. Mills	957 24	38 3 43
	39172	do	N. M.	do		
	39172	do	N. M.	do		
	39172	do	N. M.	do		
	39174	Elizabethtown to Taos	N. M.	E. Des Georges	925 00 696 67	2 96
	39174	do	N. M.	do		
	39174	do	N. M.	do		
	39174	do	N. M.	do		
	39176	Fort Wingate to Ramah	N. M.	A. T. Hughes	527 14	5 06
	39181	Lordsburgh to Malone	N. M.	Feeterly & Classon	800 00	2 56
	39181	do	N. M.	do		
	39181	do	N. M.	do		
	39181	do	N. M.	do		
	39182	Good Hope to Tres Piedras	N. M.	H. C. Slavens	250 00	2 40
	39189	Trinidad to Madison	N. M.	G. V. Meserole	1,958 34	6 27
	39189	do	N. M.	do		
	39189	do	N. M.	do		
	39189	do	N. M.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Failure to perform half trip January 8, and round trip January 19, between Carthage and Avilla, 6 times a week.	.....	$7 32
Jan. 9, 14, 19; Feb. 2, 1886	Between Avilla and Golden City.	Failure to perform service triweekly.		
Feb. 2, 3, 1886	.....	Failure to perform service....	.....	6 85
Feb. 4, 1886	.....	Failure half trip		
Jan 8, 9, 1886	.....	Failure to perform service....	.....	3 69
Jan. 22, 1886	.....	Failure half trip		
Jan. 9; Feb. 2, 1886	.....	Failure to perform service	.....	2 56
Jan. 9; Feb 2, 11, 1886	.....	do	.....	2 64
Mar. 4, 1886	Austin.....	Failure to arrive.....	.....	2 05
Mar. 5, 1886	...do	Failure to depart		
Jan. 8, 1886	.....	Failure total.....	.....	3 30
Jan. 6, 1886	.....	.....do	.....	3 20
Mar. 3, 1886	.....	.....do	.....	1 96
Mar. 4, 1886	.....	Failure on 18 miles	.....	2 24
Jan. 8, 1886.....	.....	Failure total	.....	3 22
Feb. 25, 1886	.....	Failure to depart		
Jan. 20, 23, 1886.....	.....	Failure total	.....	1 40
Jan. 8, 1886	.....	.....do	.....	4 10
Jan. 8; Feb. 26; Mar. 29, 1886.	.....	.....do	.....	9 60
Jan. 8, 1886	Brady	Failure to arrive and depart ..	.....	1 59
Mar. 3, 1886	.....	Failure on 15 miles.....	.....	1 55
Feb. 27, 1886	.....	Failure on 9 miles	.....	1 33
Mar. 4, 1886	.....	Failure on 3 miles.....		
do	Madisonville.....	Failure to arrive and depart ..	.....	1 64
Mar. 3, 1886.....	....do	do	.....	1 89
Jan. 6, 1886	.....	Failure on 8 miles		
Mar. 4, 1886	.....	Failure total	$3 00	3 03
Jan. 14, 1886	.....	Mail brought by a drunken carrier, who left it in a saloon.		
Jan. 8; Feb. 1, 10, 24, 1886....	Durango.....	Failure to arrive and depart ..	.....	5 44
Jan. 8, 1886	.....	Failure total	.....	2 28
Mar. 29, 1886	Waxahachie	Failure to arrive and depart..		
Jan. 23, 1886.....	Nevada to Farmersville.	Failure on 10 miles.....	.....	2 75
Mar. 30, 1886.....	....do	Failure to arrive and depart..		
Jan. 6, 7, 1886.....	.....	Failure half trip on 49½ miles 6 times a week.		
Jan. 8, 1886.....	Roanoke.....	Failure to arrive 3 times a week	.....	12 91
Jan. 9, 1886	....do	Failure to depart		
Jan. 16, 1886.....	Fort Sumner.....	Failure to arrive.....	.....	8 08
Jan. 18, 1886	....do	Failure to depart		
Jan. 16, 19, 21; Feb. 27; Mar. 4, 1886.	Fort Apache.....	Failure to arrive.....	.....	58 45
Jan. 20, 23; Mar, 1, 5, 1886	....do	Failure to depart		
Jan. 3, 1886.....	Fort Stanton.....	Failure to arrive and depart..		
Jan. 7, 9, 1886.....	....do	Failure to arrive.....	.....	20 82
Jan. 5, 8, 1886	do	Failure to depart		
Jan. 7, 1886.....	Fort Bascom	Failure to arrive.....	.....	10 02
Jan. 8, 1886.....	....do	Failure to depart		
Feb. 3, 1886	Duncan to Lordsburgh.	For missending pouch	5 00	.....
Dec. 30, 1885; Jan. 1, 8, 1886...	Elkins	Failure to arrive.....		
Dec. 31, 1885; Jan. 2, 9, 1886...	..do	Failure to depart	.....	15 43
Jan. 2, 6, 1886.....	Blossburgh	Failure to arrive.....		
Jan. 4, 1886.....	....do	Failure to depart		
Feb. 2, 6, 16, 20, 27; Mar. 23, 30, 1886.	Elizabethtown	Failure to arrive.....		
Feb. 3, 7, 17, 21, 28, 1886.....	....do	Failure to depart	.....	25 16
Jan. 2, 23; Feb. 27, 1886.....	Taos.....	Failure to arrive.....		
Jan. 4, 25, 1886	....do	Failure to depart		
Jan. 21, 1886	.....	Failure round trip	.....	10 12
Jan. 2, 5, 7, 1886	Lordsburgh.	Failure to arrive.....		
Jan. 1, 4, 6, 1886.....	do	Failure to depart	.....	12 80
Jan. 4, 6, 1886	Malone	Failure to arrive.....		
Jan. 5, 7, 1886	.. do	Failure to depart		
Jan. 15 to Mar. 31, 1886	.....	Failure to perform service....	.....	52 77
Dec. 28, 1885; Mar. 31, 1886...	Madison	Failure to arrive.....		
Dec. 29, 1885.....	....do	Failure to depart	.....	15 67
Jan. 1, 1886	Trinidad	Failure to arrive.....		
Jan. 2 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 19	39192	Springer to Tascosa	N. M	A. H. Brown	$4,600 00	$22 11
	40117	Phœnix to McDowell	Ariz	H. M. Norton	1,945 25	1 77
						2 65
	40117	do	Ariz	do		
	40117	do	Ariz	do		
	40119	Prescott to Alexandra	Ariz	J. Stewart	1,311 49	6 29
	40121	Prescott to Maricopa	Ariz	do	9,500 00	13 01
	40124	Gillett to Tip Top	Ariz	J. B. Colegrove	750 00	1 03
	40136	Fort Thomas to Globe	Ariz	J. D. Emerson	1,690 00	5 41
	40137	Florence to Silver King	Ariz	do	1,490 00	2 37
	40155	Navajo to Springerville	Ariz	J. B. Colegrove	2,998 73	9 61
	40155	do	Ariz	do		
	40166	Globe to Camp Verde	Ariz	V. H. Pease	3,110 00	29 89
	40166	do	Ariz	do		
	40166	do	Ariz	do		
	40166	do	Ariz	do		
	40171	Erastus to Saint John's	Ariz	do		
	32131	Camp Supply to Dodge City		P. G. Reynolds	1,712 25	1 82
	32131	do		do		1 82
	32131	do		do		
	32131	do		do		
	32131	do		do		
	32131	do		do		
	32131	do		do		
	32140	Mill Creek to Spanish Fort	Ind. T.	V. Boreing	497 00	4 77
	32140	do	Ind. T.	do		
	32142	Coo-y-yah to Locust Grove	Ind. T	W. S. Maxwell	309 00	99
	32142	do	Ind. T.	do		
	32143	Red Fork to Sac and Fox Agency.	Ind. T.	W. S. Maxwell	1,630 16	2 61
	32143	do	Ind. T.	do		
	32143	do	Ind. T	do		
	32143	do	Ind. T.	do		
	32145	Darlington to Silver City	Ind. T	do	246 00	1 18
	32149	Okmulgee to Econtuchka	Ind. T.	J. A. Adams	484 62	4 65
	32150	Redland to Fort Smith	Ind. T	W. B. Cantwell	257 92	1 23
	32150	do	Ind. T.	do		
	32160	Walnut Grove to Lukfata	Ind. T.	G. D. Jackson	140 00	1 34
	32168	Springfield to Wetumka	Ind. T	H. Tisdale	140 00	1 34
	32169	Woodford to Arbuckle	Ind. T	G. D. Jackson	180 00	1 73
	32170	Lebana to Gordonville	Ind. T	do	124 00	1 19
	33101	Wathena to Doniphan	Kans	J. H. Davis	198 00	63
	33102	White Cloud to Forest City	Kans	J. R. Tupper	312 00	49
	33103	Hiawatha to Comet	Kans	J. B. Colegrove	235 77	75
	33114	McLouth to Williamstown	Kans	W. H. Smith	137 79	65
	33116	Holton to Topeka	Kans	do	659 83	2 11
	33116	do	Kans	do		
	33116	do	Kans	do		
	32116	do	Kans	do		
	33117	Holton to Netawaka	Kans	do	367 60	42
	33121	Hiawatha to Fairview	Kans	J. R. Tupper	219 94	70
	33121	do	Kans	do		
	33124	Sabetha to Wetmore	Kans	B. Magoffin	728 00	1 16
	33124	do	Kans	do		
	33126	Seneca to Centralia	Kans	A. J. Murray	220 00	35
	33127	Corning to Havenville	Kans	M. A. Thompson	350 26	55
	33127	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1 to Mar. 31, 1886	Tramperas to Tascosa.	Failure to perform service		$662 12
Jan. 18, 20, 22, 1886	Phœnix	Failure to arrive 6 times a week.		
Jan. 18, 20, 21, 1886	Hayden	Failure to arrive		6 19
Jan. 21, 1886	do	Failure to depart		
Jan. 19, 1886		Failure on 34 miles		9 30
Feb. 28, 1886	Prescott	Failure to arrive		6 50
Jan. 19, 20, 1886		Failure on 8½ miles		2 91
Feb. 17, 1886	Globe	Intoxicated; mail given to another carrier.	$10 00	
Jan. 19, 1886	Silver King	Failure to depart		1 18
Jan. 2, 5, 7, 1886	Saint John to Springerville.	Failure to perform service		
		For non-observance of schedule.	5 00	23 19
Feb. 27, 1886	Globe	Failure to arrive		
Mar. 1, 1886	do	Failure to depart		
Jan. 20; Mar. 3, 1886	Camp Verde	Failure to arrive		89 67
Jan. 21; Mar. 4, 1886	do	Failure to depart		
Jan. 4, 7, 1886	Saint John's	Failure to arrive and depart		6 92
Feb. 1, 1886	Camp Supply	Failure to arrive		
Feb. 2, 1886	do	Failure to depart 3 times a week.		
Jan. 1, 2, 5, 6, 7, 8, 12, 13, 18, 19, 20, 22, 25; Feb. 2, 3, 1886.	Dodge City	Failure to arrive		
Jan. 2, 4, 7, 8, 11, 14, 15, 22; Feb. 2, 3, 1886.	do	Failure to depart 6 times a week.		41 86
Jan. 7, 8, 22; Feb. 1, 2, 3, 4, 1886.	Ashland	Failure to arrive		
Jan. 7, 23; Feb. 2, 4, 5, 1886	do	Failure to depart 6 times a week.		
Jan. 7; Feb. 2, 6, 1886	do	Failure to arrive		
Jan. 6, 8, 15; Feb. 3, 1886	do	Failure to depart 3 times a week.		
Jan. 13; Feb. 3; Mar. 31, 1886	Mill Creek	Failure to arrive		
Jan. 14; Feb. 4, 1886	do	Failure to depart		11 92
Jan. 8, 11, 15, 22; Feb. 10, 1886		Failure on 7 miles		
Feb. 3, 5, 1886		Failure total		8 03
Jan. 8; Feb. 2, 3, 4, 5, 6, 10, 1886.	Sac and Fox Agency.	Failure to arrive		
Jan. 9; Feb. 3, 4, 6, 8, 11, 1886	do	Failure to depart		35 23
Jan. 8; Feb. 2, 4, 5, 6, 8, 9, 1886	Red Fork	Failure to arrive		
Feb. 2, 3, 4, 5, 9, 10, 1886	do	Failure to depart		
Feb. 2, 3, 1886		Failure total		2 36
Jan. 12; Mar. 30, 1886	Econtuchka	Failure to arrive and depart		9 30
Jan. 9, 12, 30; Feb. 2, 13; Mar. 30, 1886.	Redland	do		11 07
Jan. 9, 12, 30, 1886	Fort Smith	do		
Jan. 6, 20; Feb. 3, 10; Mar. 3, 10, 17, 31, 1886.		Failure on 9 miles		3 39
Jan. 9, 16, 1886		Failure on 6 miles		2 14
Jan. 8, 1886		Failure total		3 46
Jan. 9, 16, 23, 1886		do		7 14
Jan. 4, 8, 18, 20, 1886		Failure on 4 miles each way		1 44
Jan. 4, 8, 1886		Failure total		1 96
Jan. 7; Mar. 4, 9, 1886		do		4 50
Jan. 4, 8, 1886		do		2 60
Jan. 5, 7; Feb. 13; Mar. 2, 9, 13, 16, 1886.	Holton	Failure to arrive		
Jan. 6, 8; Feb. 12; Mar. 3, 5; 10, 15, 1886.	do	Failure to depart		
Jan. 4, 22; Feb. 12; Mar. 3, 10, 1886.	Topeka	Failure to arrive		25 32
Jan. 5, 23; Feb. 13; Mar. 4, 11, 1886.	do	Failure to depart		
Jan. 5, 8, 9; Mar. 4, 5, 1886		Failure total		4 20
Jan. 9, 1886		do		2 10
Jan. 7, 1886		Failure half trip		
Mar. 4, 1886	Sabetha	Failure to arrive and depart		8 12
Jan. 4, 7, 8, 9, 21; Mar. 10, 1886	Wetmore	do		
Jan. 4, 7, 8, 1886		Failure total		2 10
Jan. 7, 8, 1886		do		3 30
Jan. 21, 23, 1886		Failure half trips		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
1886.		STAR SERVICE—continued.				
Apr. 19	33128	Centralia to Louisville	Kans	J. R. Tupper	$650 80	$2 08
	33128	do	Kans	do		
	33128	do	Kans	do		
	33128	do	Kans	do		
		MAIL-MESSENGER SERVICE.				
	69009	Alum Rock to railroad	Pa	H. G. Boring	52 00	08
	68133	Sidney to railroad	Pa	J. Meyers	60 00	19
	69333	Platean to railroad	Pa	W. Bogart	148 00	47
	69535	Waterville to railroad	Pa	J. M. Wolf	97 50	16
	69547	Centre Valley to railroad	Pa	L. M. Landis	80 00	
	69612	Sugar Run to railroad	Pa	J. I. Webster	105 00	17
	78041	Gunston to steamboat landing	Va	J. H. White	50 00	16
	73066	Michaux to railroad	Va	E. B. Swann	98 00	31
	75007	Chowan to railroad	N. C	G. W. Blanchard	48 00	31
	75066	Big Springs to railroad	N. C	T. A. Carpenter	80 00	51
	77056	Esom Hill to railroad	Ga	W. W. Milan	66 00	09
	79008	Cedar Bluff to railroad	Ala	A. H. Bogan	99 00	48
	79024	Hoke's Bluff to railroad	Ala	J. Barnes	98 50	47
	79025	Howells X Roads to railroad	Ala	H. C. Howell	75 00	36
	79044	Plano to railroad	Ala	A. A. Hamilton	96 00	92
	79045	Round Mountain to railroad	Ala	G. Brewer	99 00	48
	79051	Sterling to railroad	Ala	J. M. W. Witt	100 00	48
	79061	Peek's Hill to railroad	Ala	W. W. Pruett	120 00	38
	80067	Stoneville to railroad	Miss	E. Miley	180 00	25
	80067	do	Miss	J. Rucks	180 00	25
	81014	Darnall to railroad	Tenn	J. J. Parks	96 00	31
	81016	Donelson to railroad	Tenn	S. B. Brown	72 00	11
	82086	Wickliffe to railroad	Ky	P. L. Bobo	150 00	14
		RAILROAD SERVICE.				
	17002	Montgomery to Selma	Ala	L. & N. Rwy	4,380 16	6 99
	17002	do	Ala	do		
	27021	Dubuque to Sioux City	Iowa	Ill. Central Rwy	36,971 81	59 06 29 53
	27021	do	Iowa	do		
	27022	Waterloo to Mona	Iowa	do	6,078 64	9 71
	27022	do	Iowa	do		
	27022	do	Iowa	do		
		STEAMBOAT SERVICE.				
	13095	Elizabeth City to Fairfield	N. C	M. K. King	2,750 00	13 21
	13095	do	N. C	do		
	13095	do	N. C	do		
	13095	do	N. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 7, 9, 23, 28; Feb. 4, 9, 23; Mar. 4, 11, 16, 30, 1886.	Centralia	Failure to arrive		
Jan. 1, 6, 8, 22, 29; Feb. 5, 8, 10, 24; Mar. 3, 12, 17, 1886.	....do	Failure to depart		
Jan. 4, 8, 11, 13, 15, 20, 22, 27; Feb. 5, 10; Mar. 3, 8, 15, 19, 1886.	Louisville	Failure to arrive	.....	$54 08
Jan. 5, 9, 12, 14, 16, 21, 23, 28; Feb. 6, 11; Mar. 4, 9, 16, 20, 1886.	....do	Failure to depart		
In first quarter, 1886	On the route	Failure 3 trips	.....	24
Jan. 9, 1886	....do	Failure 1 trip	.....	19
In first quarter, 1886	....do	.....do	.....	47
....do	....do	Failure 4 trips	.....	48
Feb. 15 to March 31, 1886	....do	Service performed by R. R. Co	.....	10 00
Feb. 2, 3, 13, 1886	....do	Failure 3 trip	.....	51
In first quarter, 1886	....do	Failure 30 trips	.....	4 80
Jan. 12, 13, 21, 22, 27, 28; Feb. 4, 5, 6, 1886.	....do	Failure 1 trip each way	.....	2 79
In first quarter, 1886	....do	Failure 3 trips	.....	93
Mar. 31, 1886	....do	Failure 1 trip	.....	51
.....do	....do	Failure 2 trips	.....	18
In first quarter, 1886	....do	Failure 4 trips	.....	1 92
..... do	....do	Failure 3 trips	.....	1 41
.....do	....do	Failure 4 trips	.....	1 44
.....do	....do	Failure 2 trips	.....	1 84
.....do	....do	.....do	.....	96
.....do	....do	.....do	.....	96
.....do	....do	Failure 3 trips	.....	1 14
.....do	....do	Failure 6 trips	.....	1 50
.....do	....do	Failure 4 trips	.....	1 00
.....do	....do	Failure 1 trip	.....	31
.....do	....do	Failure 2 trips	.....	22
.....do	....do	Failure 3 trips	.....	42
Mar. 30, 1886		Failure ½ trip	.....	20 97
Mar. 31, 1886		Failure round trip		
	Dubuque	Failed to connect with depending mails as follows: Train No. 1, Feb. 8, 9, 20; No. 3, Feb. 1, 2, 3, 6, 1886.		
		Failure one way between Waterloo and Sioux City (234.19 miles); Jan. 4, 8, 9, 11, Cedar Bluffs and Sioux City (227.77 miles); Jan. 4, Ackley and Sioux City (194.83 miles); Jan. 23, Fort Dodge and Sioux City (135.19 miles); Jan. 8, 14, Iowa Falls and Sioux City (184.10 miles); Jan. 11, 23, 25, 30, one way over the route (327.59 miles); Jan. 9, both ways between Cedar Falls and Sioux City; Jan. 29, Ackley and Sioux City; Jan. 5, Fort Dodge and Sioux City; Jan. 6, 7, Iowa Falls and Sioux City; Jan. 12, and over the route, Jan. 22, 1886.	$103 00	878 95
Jan. 4, 9, 22, 1886	Waterloo	Failure to arrive		
Jan. 5, 6, 9, 22, 30, 1886	....do	Failure to depart	.....	126 23
Jan. 4, 5, 7, 8, 9, 15, 16, 22, 23, 1886	Mona	Failure to arrive and depart		
Jan. 12, 15, 19, 22, 29; Feb. 5, 1886.	Elizabeth City	Failure to arrive		
Jan. 13, 16, 20, 23, 30; Feb. 6, 1886.	....do	Failure to depart	.....	121 49
Jan. 13, 16; Feb. 10; Mar. 17, 1886.	Fairfield	Failure to arrive		
Jan. 14, 18; Feb. 11, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE—continued.				
1886.						
Apr. 19	21147	McConnellsville to Marietta...	Ohio...	Scott, Wallace & Porter	$3,000 00	$1 79
	21147	.....do	Ohio...	.....do		
	21148	Zanesville to McConnellsville..	Ohio...	Jones & Stansbery ...	4,500 00	2 80
	21148	.....do	Ohio...	.....do		
	21148	.....do	Ohio...	.....do		
	21148	.....do	Ohio...	.....do		
	21148	.....do	Ohio...	.....do		
	21149	Portsmouth to Cincinnati.....	Ohio ..	C. & P. Packet Co	7,163 55	11 44
					1,836 45	5 87
	21149	.....do	Ohio...	.....do		
	21150	Point Pleasant to Huntington .	Ohio...	Wm. Bay	2,610 98	2 08
					2,400 00	1 91
	21150	Gallipolis to Huntington.....	Ohio...	.....do		
	21150	.....do	Ohio...	.....do		
	21150	.....do	Ohio...	.....do		
	21150	.....do	Ohio...	.....do		
	28099	Cairo to Elmot.....	Mo	J. A. Scudder..... ...	9,547 46	30 59
		Remission.				
		STAR SERVICE.				
	23618	Lanark to Plum River.....	Ill	G. D. Jackson.	385 00	1 26
		STAR SERVICE.				
Apr. 20	282	Belfast to Freedom	Me	L. Nichols	455 50	72
	282	.....do	Me ..	.....do		
	282	.....do	Me	.....do		
	282	.....do	Me	.....do		
	286	Centre Montville to Freedom..	Me	C. T. French.....	179 00	28
	287	Freedom to railroad station....	Me ...	L. Nichols	240 00	19
	287	.....do	Me ...	.....do		
	287	.....do	Me ...	.....do		
	289	South Brooks to Brooks	Me	.....do	120 00	19
	291	Monroe to Brooks	Me	.....do	120 00	38
	291	.....do	Me ..	.....do		
	292	Bangor to Dixmont Centre	Me	J. R. Pigg	690 00	1 10
	292	.....do	Me	.....do		
	292	.....do	Me	.....do		
	292	.....do	Me	.....do		
	293	Bangor to Aurora	Me	G. R. Crosby	58 80	93
	293	.....do	Me	.....do		
	293	do	Me	.....do		
	294	Bangor to Searsport to Belfast.	Me ...	J. R. Pigg.....	116 00	1 28
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	294	.....do	Me	.....do		
	295	Bangor to North Bradford	Me	F. R. Coy	54 70	87
	295	.....do	Me	.....do		
	295	.....do	Me	.....do		
	295	.. do	Me	.....do		
	296	Bangor to Exeter.....	Me	L. Nichols	520 00	83
	296	.....do	Me	.....do		
	296	..... do	Me	.....do		
	296	.....do	Me	.....do		
	296	.....do	Me	.....do		
	298	Bangor to Charleston	Me	J. W. Hunting	487 00	77
	298	.....do	Me	.....do		
	298	.....do	Me	.....do		
	298	.....do	Me	.....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquoncy.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	McConnellsville	Failure to arrive and depart		
Jan. 6, 9, 1886	Marietta	....do	.....	$14 37
Jan. 5; Feb. 15, 1886		Failure on 25¼ miles one way		
Jan. 5, 9; Mar. 4, 1886	Zanesville	Failure to arrive		
Jan. 5; Feb. 15, 1886	do	Failure to depart	.....	20 25
Jan. 6, 9; Feb. 15, 1886 (2)	McConnellsville	Failure to arrive		
Jan. 9; Feb, 16, 1886	....do	Failure to depart		
		Failure during Jan. and Feb. on first division equivalent to 22½ round trips 6 times a week service.	....	641 00
		Failure during Jan. and Feb. equivalent to 10¾ round trips 3 times a week service.		
Jan. 9, 11, 12, 13, 14, 1886	Point Pleasant	Failure to arrive and depart		
Jan 8, 9, 1886	Huntington	....do		
Feb. 15, 1886	Gallipolis	Failure to arrive	.....	18 38
Feb. 16, 1886	....do	Failure to depart		
Feb. 15, 1886	Huntington	Failure to arrive and depart		
In first quarter, 1886		Failure 13½ round trips	.....	825 93

Remit $0 18 of the deduction noted in report for April 14, 1886, it appearing that the price of the half trip should have been stated $1.23 instead of $1.26.

Feb. 26, 27, 1886	Belfast	Failure to arrive		
....do	....do	Failure to depart		
Jan. 9; Feb. 13, 26, 27; Mar. 1, 2, 4, 22, 1886.	Freedom	Failure to arrive,	.....	$7 20
Jan. 9; Feb. 13, 26, 27; Mar. 1, 2, 3, 22, 1886.	....do	Failure to depart		
Feb. 26, 27; Mar. 2, 3, 1886		Failure to perform service	.....	2 24
Feb. 27; Mar. 2, 3, 1886		....do		
Feb. 26, 1886		Failure second trip	....	3 04
Mar. 1, 1886		Failure first trip		
Feb. 13, 26, 27; Mar. 1, 2, 1886		Failure to perform service	.....	1 90
Feb. 27; Mar. 2, 1886	Monroe	Failure to arrive and depart		
Feb. 27; Mar. 2, 3, 1886	Brooks	....do	....	1 90
Feb. 26, 27; Mar. 1, 2, 1886	Bangor	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
Feb. 27; Mar. 2, 3, 1886	Dixmont Centre	....do	.....	7 70
Mar. 1, 2, 3, 1886	....do	Failure to arrive		
Feb. 26, 27; Mar. 4, 1886	Bangor	Failure to arrive and depart		
Feb. 26, 27; Mar. 1, 3, 1886	Aurora	Failure to arrive		
Feb. 27; Mar. 1, 2, 4, 1886	....do	Failure to depart	.....	6 51
Feb. 27; Mar. 1, 1886	Bangor	Failure to arrive and depart		
Mar. 2, 1886	....do	Failure to depart		
Feb. 26, 1886	Searsport	Failure to arrive and depart first trip.		
Feb. 27, 1886	....do	Failure to arrive and depart both trips.	.....	4 93
Feb. 26, 1886	Belfast	Failure to depart both trips		
....do	....do	Failure to a rive first trip		
Feb. 27, 1886	....do	Failure to arrive both trips		
....do	....do	Failure to depart second trip		
Feb. 26; Mar 1, 2, 3, 1886	Bangor	Failure to depart		
Feb. 27; Mar. 1, 2, 4, 1886	....do	Failure to arrive		
Feb. 26, 1886	N. Bradford	....do	.....	7 39
Feb. 27; Mar. 1, 2, 3, 1886	....do	Failure to arrive and depart		
Feb. 13, 27; Mar. 1, 2, 3, 4, 1886.	Bangor	....do		
Mar. 22, 1886	....do	Failure to depart		
May 23, 1886	....do	Failure to arrive	.....	12 86
Feb. 26; Mar. 2, 3, 4, 22, 1886	Exeter	....do		
Feb. 27; Mar. 1, 2, 3, 4, 23, 1886.	....do	Failure to arrive and depart		
Feb. 27; Mar. 1, 2, 3, 22, 1886	Bangor	Failure to arrive		
Feb. 26; Mar. 1, 2, 3, 22, 1886	....do	Failure to depart		
Feb. 26, 27; Mar. 1, 2, 4, 22, 1886.	Charleston	Failure to arrive	.....	8 85
Feb. 27; Mar. 1, 2, 4, 6, 22, 23, 1886.	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 20	11159	King George C. H. to Oak Grove.	Va.	J. B. Payne	$373 00	$0 59
	11209	Fredericksburgh to Brokenburgh.	Va.	J. W. Wheeler	415 00	66
	11209	do	Va	do		
	11209	do	Va	do		
	11209	do	Va	do		
	11209	do	Va	do		
	11209	do	Va	do		
	11210	Fredericksburgh to King George C. H.	Va	W. F. Hansberger	570 00	91
	11210	do	Va	do		
	11210	do	Va	do		
	11210	do	Va	do		
	11211	Fredericksburgh to Hampstead.	Va	J. B. Colegrove	263 00	84
	11211	do	Va	do		
	11351	Scottsville to Faber's Mills	Va	J. H. Lane	261 00	83
	11351	do	Va	do		
	11541	Pearisburgh to White Gate	Va	G. W. Chambers	401 99	64
	11547	Pulaski Station to Mechanicsburgh.	Va	W. F. Hansberger	470 00	75
	11547	do	Va	do		
	11547	do	Va	do		
	11568	Hillsville to Old Town	Va	W. B. Catching	380 00	60
	11568	do	Va	do		
	11576	Wytheville to Old Town	Va	C. H. Edwards	930 50	1 48
	11576	do	Va	do		
	11576	do	Va	do		
	11576	do	Va	do		
	11576	do	Va	do		
	11580	Max Meadows to Reed Island	Va	L. E. Chappel	337 00	53
	11580	do	Va	do		
	11593	Pocahontas to Devil Rock	Va	W. L. Harmon	312 00	1 00
	11593	do	Va	do		
	11602	Old Town to Edwards Cross-Roads.	Va	W. C. Fields	98 00	47
	11602	do	Va	do		
	11602	do	Va	do		
	11603	Old Town to Mouth of Wilson.	Va	C. H. Edwards	388 00	1 24
	11603	do	Va	do		
	11603	do	Va	do		
	11603	do	Va	do		
	11603	do	Va	do		
	11603	do	Va	do		
	11604	Old Town to Lambsburgh	Va	O. Hanks	90 48	43
	11604	do	Va	do		
	11605	Old Town to Ivanhoe Furnace.	Va	C. H. Edwards	176 34	84
	11605	do	Va	do		
	11605	do	Va	do		
	11612	Abingdon to Lebanon	Va	J. C. Foley	592 00	94
	11612	do	Va	do		
	11612	do	Va	do		
	11612	do	Va	do		
	11612	do	Va	do		
	11143	Back Creek Valley to Yellow Springs.	Va	William Triplet	159 00	50
	11143	do	Va	do		
	11143	do	Va	do		
	11143	do	Va	do		
	11352	North Garden to Scottsville	Va	J. L. Pitts	348 53	55
	11352	do	Va	do		
	11352	do	Va	do		
	13111	Charleston to Robbinsville	N. C	N. G. Philips	32[illegible] 00	1 02
	13111	do	N. C	do		
	13111	do	N. C	do		
	13111	do	N. C	do		
	13111	do	N. C	do		
	18238	Kosciusko to Plattsburgh	Miss	C. C. Morse	217 00	2 08

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 5, 1886	On the route	Failure to arrive and depart		$2 36
Feb. 13, 1886		Failure on 19 miles		
Mar. 31, 1886		Failure on 15 miles		
Feb. 4, 6, 1886	Fredericksburgh	Failure to arrive		4 68
Feb. 3, 5, 1886	do	Failure to depart		
Feb. 4, 5, 1886	Brokenburgh	Failure to arrive and depart		
Feb. 4, 5, 9; Mar. 31, 1886	Fredericksburgh	Failure to arrive		
Feb. 1, 2, 3, 5, 8; Mar. 31, 1886	do	Failure to depart		
Feb. 3, 5, 8, 10, 12; Mar. 30, 31, 1886.	King George	Failure to arrive		10 46
Feb. 4, 5, 9, 11, 13; Mar. 30, 1886.	do	Failure to depart		
Feb. 4, 1886		Failure total		3 36
Feb. 6; Mar. 31, 1886		Failure half trip		
Mar. 1, 1886	Scottsville	Failure to arrive and depart		3 32
Feb. 5, 12; Mar. 31, 1886	Faber's Mills	do		
Jan. 4, 1886		Failure total		1 28
Jan. 21, 1886		Mail-carrier intoxicated; lost mail bag.	$10 00	9 24
Jan. 13; Feb. 4, 5, 1886		Failure on 13 miles		
Jan. 4, 11; Mar. 30, 31, 1886		Failure total		
Jan. 4, 11; Mar. 31, 1886		Failure on 14½ miles		4 04
Jan. 9; Feb. 3, 1886		Failure on 7 miles		
Jan. 2, 1886		Failure on 11 miles		
Jan. 4, 1886		Failure on 18⅛ miles		
Jan. 9, 1886		Failure on 2 miles		
Feb. 12, 1886		Failure on 7⅛ miles		36 96
Jan. 5, 6, 11, 12, 13, 27, 28, 29, 30; Feb. 4, 5; Mar. 31, 1886.		Failure on 29⅛ miles		
Jan. 3, 9, 11, 12, 16, 18, 19, 20, 21, 22; Feb. 3, 4, 5, 6; Mar. 30, 31, 1886.	Max Meadows	Failure to arrive and depart		
Jan. 5, 9, 12, 16, 18, 19, 20, 21, 22, 28, 29; Feb. 4, 5, 6; Mar. 30, 31, 1886.	Reed Island	do		16 96
Feb. 5; Mar. 31, 1886	Pocahontas	do		
Jan. 19; Feb. 16; Mar. 30, 1886	Devil Rock	do		5 00
Jan. 4, 11, 1886	Old Town	do		
do	Edward's Cross-Roads.	Failure to arrive		1 64
Jan. 11, 1886	do	Failure to depart		
Feb. 4, 1886		Failure on 11½ miles		
Mar. 31, 1886		Failure on 2 miles		
Jan. 5, 12, 14, 1886	Old Town	Failure to arrive		8 56
Jan. 4, 11, 13, 1886	do	Failure to depart		
do	Mouth of Wilson	Failure to arrive		
Jan. 5, 12, 14, 1886	do	Failure to depart		
Jan. 9, 1886		Failure on 13½ miles		1 34
Jan. 12, 1886		Failure on 12½ miles		
Feb. 2, 6; Jan. 23, 26, 30, 1886		Failure on 7 miles		
Jan. 19, 1886		Failure on 12 miles		10 66
Jan. 5, 9, 12, 16, 1886		Failure total		
Jan. 21; Mar. 30, 31, 1886		Failure on 13 miles		
Jan. 5, 6, 7, 9, 13, 1886	Abingdon	Failure to arrive		
Jan. 5, 6, 7, 11, 12, 14, 1886	do	Failure to depart		16 17
Jan. 5, 6, 7, 9, 12, 14, 1886	Lebanon	Failure to arrive		
Jan. 5, 6, 7, 9, 1886	do	Failure to depart (1½ pro rata for Jan. 5, 6, 7.)		
Feb. 12, 15; Mar. 31, 1885		Failure on 2½ miles		
Feb. 6, 1885	Back Creek Valley	Failure to arrive		2 94
Feb. 5, 1885	do	Failure to depart		
Jan. 11, 22, 29; Feb. 5, 1885	Yellow Springs	Failure to arrive and depart		
Feb. 4, 1885		Failure on 10 miles		
Mar. 31, 1885		Failure on 3 miles		1 57
Feb. 11, 1885		Failure half trip		
Jan. 9, 12, 14, 16, 1885		Failure on 23 miles		
Jan. 4; Feb. 5, 1885	Charleston	Failure to arrive		
Jan. 5; Feb. 6, 1885	do	Failure to depart		9 64
Jan. 19, 1885	Robbinsville	Failure to arrive		
Mar. 31, 1885	do	Failure to depart		
Mar. 29, 1885		Failure on 16 miles		2 14

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 20	18239	Kosciusko to Poplar Creek	Miss...	J. J. Campbell	$182 06	$1 75
	18302	Georgetown to Rockport	Miss...	.....do	99 00	47
	18303	Hazlehurst to Westville	Miss...	.....do	560 00	1 79
	18304	Westville to Raleigh	Miss...	.....do	393 00	1 88
	18304	.....do	Miss...	.....do	.....	.....
	18305	Westville to Silver Creek.....	Miss...	Z. T. Thompson	308 61	1 48
	18310	Paulding to Raleigh	Miss ..	J. J. Campbell	439 00	2 11
	18310	.....do	Miss...	.....do	.....	.....
	18311	Shubuta to Mico	Miss...	.....do	390 00	1 87
	18314	Natchez to Meadville	Miss...	G. D. Emerson	478 68	2 30
	18321	Brookhaven to Meadville.....	Miss ...	J. J. Campbell	625 00	2 00
	18321	.....do	Miss ...	.....do	.....	.....
	18321	do	Miss ...	.....do	.....	.....
	19102	Taylorsville to Bristol	Tenn ..	C. M. Arnold.....	272 00	1 30
	19102	.....do	Tenn ..	.....do	.....	.....
	19102	.....do	Tenn ..	.....do	.....	.....
	19102	.....do	Tenn ..	.....do	.....	.....
	19102	.....do	Tenn ..	.....do	.....	.....
	19103	Taylorsville to Grayson	Tenn ..	A. Easley.....	114 98	36
	19103	.....do	Tenn ..	.....do	.....	.....
	19103	.....do	Tenn ..	.....do	.....	.....
	19104	Taylorsville to Jefferson.....	Tenn ..	A. Roberts.....	690 00	57 53
	19104	.....do	Tenn ..	.....do	.....	.....
	19104	.....do	Tenn ..	.....do	.....	.....
	19104	.....do	Tenn ..	.....do	.....	.....
	19104	.....do	Tenn ..	.....do	.....	.....
	19104	.....do	Tenn ..	.....do	.....	.....
	19104	.....do	Tenn ..	.....do	.....	.....
	19105	Taylorsville to Trade.....	Tenn ..	J. Lovelace	310 00	49
	19105	.....do	Tenn ..	.....do	.....	.....
	19106	.....do	Tenn ..	.....do	.....	.....
	19106	Shoun's Cross-Roads to Butler.	Tenn ..	W. L. Hutton.....	124 00	59
	19109	Hampton to Taylorsville	Tenn ..	W. A. Sorrell	690 00	1 10
	19110	Elizabethton to Stony Creek...	Tenn ..	J. R. Miller	294 00	46
	19110	.....do	Tenn ..	.....do	.....	.....
	19110	.....do	Tenn ..	.....do	.....	.....
	19112	Elizabethton to Union Depot..	Tenn ..	W. B. Catching	120 00	57
	19116	Piney Flats to Boering	Tenn ..	M. Marion	93 75	29
	19116	.....do	Tenn ..	.....do	.....	.....
	19119	Kingsport to Blountville.....	Tenn ..	A. Easley.....	182 98	58
	19118	do	Tenn ..	.....do	.....	.....
	19121	Kingsport to Jonesborough ..	Tenn ..	J. V. Children	870 17	53 1 12
	19121	.....do	Tenn ..	.....do	.....	.....
	19121	.....do	Tenn ..	.....do	.....	.....
	19121	.....do	Tenn ..	.....do	.....	.....
	19121	.....do	Tenn ..	.....do	.....	.....
	19125	Jonesborough to Erwin.....	Tenn ..	A. Easley.....	347 82	55
	19127	Jonesborough to Kendrick's Creek.	Tenn ..	.....do	214 98	68
	19131	Flag Pond to Erwin	Tenn ..	F. P. Philip.....	113 00	36
	19135	Greeneville to Bird's Bridge...	Tenn ..	W. B. Catching	80 00	38
	19136	Greeneville to Warrensburg ..	Tenn ..	J. L. Cardwell	195 00	62
	19136	.....do	Tenn ..	.....do	.....	.....
	19138	Greeneville to Greeneville	Tenn ..	.....do	164 70	52
	19136	.....do	Tenn ..	.....do	.....	.....
	19136	.....do	Tenn ..	.....do	.....	.....
	19136	.....do	Tenn ..	.....do	.....	.....
	19139	Greeneville to Caney Branch ..	Tenn ..	.....do	114 00	54
	19139	.....do	Tenn ..	.....do	.....	.....
	19139	.....do	Tenn ..	.....do	.....	.....
	21160	Oxford to Brookville.....	Ohio ...	L. E. Chappel.....	312 00	1 00
	21160	.....do	Ohio ...	.....do	.....	.....
	21161	Middletown to Gratis.....	Ohio ...	E. Miller.....	495 00	79
	21171	Penn's Mills to Westborough	Ohio ...	D. Maher.....	675 00	1 07
	21185	Wilmington to New Vienna ..	Ohio ...	J. R. Tupper.....	324 00	51
	21209	Greenville to North Star.....	Ohio ...	..... do	291 00	93
	21251	Bryan to Pioneer.....	Ohio ...	J. T. Reeder	198 00	31
	21258	Metamora to Swanton	Ohio ...	J. R. Tupper	482 00	76
	21270	Decatur to Aberdeen	Ohio ...	.....do	223 00	71
	21277	Georgetown to West Union....	Ohio ...	W. H. Middleswont ..	311 00	99
	21277	Russellville to West Union	Ohio ...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 1885	Poplar Creek	Failure on 20 miles		$2 12
Feb. 13, 17, 27, 1885	Rockport	Failure on 4 miles		1 41
Mar. 12, 1885	Westville	Failure on 22 miles		2 62
Jan. 11; Feb. 11; Mar. 1, 4, 29, 1885.	....do	Failure to arrive and depart		11 28
Jan. 11, 1885	Raleigh	.....do		
Jan. 8, 1885		Failure total		2 96
Jan. 11, 1886	Paulding	Failure on 17 miles		10 36
Jan. 2, 16, 23; Mar. 31, 1886	Raleigh	Failure on 16 miles		
Jan. 4, 1886	Mico	Failure on 20 miles		2 30
Mar. 2, 12, 1886	Meadville	Failure on 9 miles		2 12
Jan. 15, 1886	Meadville.	Failure on 1 mile		6 62
Feb. 3, 1886	....do	Failure on 31 miles		
Mar. 4, 27, 29, 1886	....do	Failure on 7 miles		
Jan. 5, 1886		Failure on 11½ miles		7 17
Jan. 12, 15, 1886		Failure on 21 miles		
Mar. 30, 31, 1886		Failure on 12 miles		
Jan. 19, 1886	Bristol	Failure to arrive		
Jan. 20, 1886	....do	Failure to depart		
Jan. 9, 12, 14, 1886		Failure on 6 miles		3 15
Feb. 4, 20, 1886		Failure on 4½ miles		
Jan. 16, 19, 1886	Grayson	Failure to arrive and depart		
Jan. 11, 1886		Failure on 12 miles		
Jan. 12, 13, 1886		Failure on 14½ miles		8 85
Feb. 5, 1886		Failure on 6 miles		
Mar. 31, 1886		Failure half mile (14½ miles)		
Jan. 4, 9, 11, 12, 1886		Failure on 13¼ miles		
Mar. 31, 1886		Failure on 11¼ miles (13¼ miles)		
Jan. 14, 1886		Failure round trip (27¾ miles) $1.10 rate.		
Jan. 9, 11, 12, 1886		Failure round trip		4 00
Feb. 5, 1886		Failure on 5½ miles		
Feb. 31, 1886		Failure on 6½ miles		
Mar. 30, 1886		Failure round trip		1 18
Mar. 31, 1886		Failure on 19½ miles		1 53
Jan. 4, 1886		Failure on 12 miles		5 34
Jan. 5, 9, 11, 1886		Failure on 12½ miles		
Jan. 12; Mar. 31, 1886		Failure round trip		2 28
Jan. 5, 12, 1886		Failure round trips		1 42
Jan. 9, 12; Feb. 6, 20, 1886		Failure on 4¾ miles		
Mar. 30, 1886		Failure on 5 miles		1 74
Jan. 9, 12, 1886	Kingsport	Failure to arrive and depart		
Jan. 12, 1886	Blountville	.....do		
Jan. 15, 1886	Three times a week service...	Failure on 7 miles		12 24
Jan. 9, 12, 14, 16, 21; Feb. 6; Mar. 30, 1886.	....do	Failure round trips		
Jan. 9, 1886	Six times a week service.	Failure round trip		
Jan. 12, 13, 15, 16, 1886	....do	Failure on 5 miles		6 30
Mar. 30, 1886	... do	Failure on 2 miles		1 33
Jan. 4, 9; Mar. 31, 1886		Failure round trip		2 88
Jan. 9, 1886		Failure round trips		
Jan. 11, 13, 15; Mar. 30, 1886		.....do		3 08
Mar. 13, 30, 1886		Mail carried by a substitute	$30 0	
Jan. 9, 1886		Failure round trip		3 12
Jan. 5, 12, 1886		Failure on 14½ miles		
Jan. 9, 1886		Failure round trip		3 88
Jan. 11; Mar. 31, 1886		Failure on 11⅓ miles		
Jan. 13, 1886		Failure on 9⅓ miles		
Jan. 5, 12, 1886		Failure on 11 miles		4 00
Jan. 15, 19, 1886		Failure round trips		
Mar. 30, 1886		Failure on 2 miles		1 58
Jan. 9, 1886		Failure round trip		1 82
Jan. 16; Feb. 25, 1886	Oxford	Failure to arrive and depart		2 04
Jan. 9, 1886		Failure round trip		1 86
		Failure on 22¾ miles		1 86
Jan. 9, 11, 1886		Failure round trips		1 52
Jan. 9, 1886		Failure round trip		1 42
Jan. 5; Feb. 25, 26; Mar. 22; 1886.		Failure round trips		2 97
Jan. 1, 1886		Failure round trip		
Jan. 9, 1886		.....do		
.....do	Georgetown	Failure to arrive and depart		
Jan. 12, 1886	....do	Failure round trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 20	21278	Harmerville to Georgetown	Ohio	J. M. Crane	$315 00	$0 25
	21281	West Union to Blue Creek to West Union.	Ohio	L. E. Chappel	312 00	1 00
	21281	do	Ohio	do		
	21282	West Union to Winchester	Ohio	T. H. Adamson	145 00	23
	21282	do	Ohio	do		
	21283	West Union to Mineral Springs	Ohio	J. McFarland	274 00	87
	21283	do	Ohio	do		
	21283	do	Ohio	do		
	21283	do	Ohio	do		
	21294	Piketon to Jasper to Poplar Grove.	Ohio	S. A. Hotbaugh	97 20 226 80	15 1 09
	21301	Hillsborough to Tranquillity	Ohio	H. C. Wright	294 00	94
	21301	do	Ohio	do		
	21302	Marshall to Locust Grove to Marshal.	Ohio	I. Rhodes	291 18	93
	21310	Clarksburgh to Chillicothe	Ohio	J. W. Miner	400 00	63
	21310	do	Ohio	do		
	21310	do	Ohio	do		
	21310	do	Ohio	do		
	21310	do	Ohio	do		
	21318	West Mansfield to Bellefontaine.	Ohio	J. R. Tupper	324 00	51
	21330	London to Rosedale	Ohio	J. R. Tupper	473 00	1 51
	21330	do	Ohio	do		
	22278	Eminence to Stilesville	Ind	V. Boreing	398 00	63
	22278	do	Ind	do		
	22323	Indianapolis to Indianapolis	Ind	I. L. Bloomer	681 81 625 00	1 08
	22323	do	Ind	do	56 81	1 10
	22325	Indianapolis to Providence	Ind	W. H. Smith	693 00	
	22325	do	Ind	do		
	22332	Bowling Green to Spencer	Ind	do	467 00	1 49
	22334	Bowling Green to Brazil	Ind	Dalgarn & Groaner	385 52	61
	22334	do	Ind	do		
	22335	Pimento to Hawesville	Ind	J. Kemp	299 00	95
	22335	do	Ind	do		
	22336	Terre Haute to Meron	Ind	W. S. Griffith	600 00	1 92
	22345	Yeddo to Annapolis	Ind	V. Boreing	299 00	95
	22349	Rockville to Ferndale	Ind	J. M. Turner	277 33	44
	22349	do	Ind	do		
	22349	do	Ind	do		
	22349	do	Ind	do		
	22351	Annapolis to Waterman	Ind	V. Boreing	249 00	79
	22351	do	Ind	do		
	22356	Crawfordsville to Whitlock	Ind	do	303 44	97
	22363	La Fayette to Rossville	Ind	W. H. Smith	597 00	95
	22379	Logansport to Fulton	Ind	G. W. Jones	275 00	88
	22387	Conneysville to Brookville	Ind	W. H. Smith	827 84	1 32
	22389	Winamac to Monticello	Ind	H. W. Winslow	495 23	1 58
	22389	do	Ind	do		
	22390	Blackford to Rensselaer	Ind	C. W. Chambers	142 00	68
	22299	Farmland to Losantville	Ind	H. W. Winslow	233 00	74
	26101	Wilmington to New Albin	Minn	B. W. Beedy	334 50	1 07
	26103	Houston to Winona	Minn	do	619 00	1 98
	26103	do	Minn	do		
	26104	Houston to Houston	Minn	do	587 00	1 88
	26107	Pilot Mound to Peterson	Minn	do	253 50	81
	26107	do	Minn	do		
	26109	Preston to Isinour's	Minn	H. C. Paoler	225 00	11
	26109	do	Minn	do		
	26109	do	Minn	do		
	26110	Preston to Cresco	Minn	B. W. Beedy	664 50 674 13	2 12 2 16
	26110	do	Minn	do		
	26110	do	Minn	do		
	26110	do	Minn	do		
	26110	do	Minn	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11, 12, 13, 29; Feb. 6, 11, 12, 13, 15, 1886.	.....	Failure equivalent to 6 round trips.	.....	$3 00
Jan. 9, 12, 1886	.....	Failure round trips	.....	5 00
Jan. 14, 1886	West Union	Failure to arrive and depart		
Jan. 9, 11, 1886	.....	Failure round trips	.....	1 15
Jan. 12, 1886	West Union	Failure to arrive and depart		
Jan. 11, 1886	.....	Failure round trip	.....	3 04
Mar. 26, 1886	West Union	Failure to arrive and depart		
Mar. 31, 1886	.....	Failure on 6 miles		
Jan. 9, 1886	Poplar Grove	Failure to arrive and depart twice a week.	.....	1 09
Jan. 11, 1886	Hillsborough	Failure to arrive and depart	.....	2 82
.....do	Tranquility	.....do		
Jan. 9, 12, 16, 21, 28; Mar. 30, 1886.	Locust Grove	Failure to arrive and depart		5 58
Jan. 9, 11, 12, 13, 1886	Clarksburgh	.....do	.....	4 72
Jan. 17, 1886	....do	Failure to depart		
Jan. 12, 17, 1886	Chillicothe	Failure to arrive and depart		
Jan. 11, 1886	....do	Failure to arrive		
Jan. 9, 1886	....do	Failure to depart		
Jan. 28, 1886	.....	Failure round trip	.....	1 02
Jan. 11; Feb. 15, 1886	London	Failure to arrive	.....	3 02
Jan. 12; Feb. 16, 1886	....do	Failure to depart		
Feb. 12, 1886	.....	Failure on 5½ miles	.....	1 73
Feb. 13, 1886	.....	Failure on 8¼ miles		
Jan. 9, 1886	.....	Failure total		
Dec. 31, 1885; Jan. 1, 2, 4, 5, 7, 11, 12, 13, 1886.	Banta	Failure to supply	$1 62	2 16
Jan. 9, 1886	.....	Failure total	.....	4 18
Jan. 16, 1886	.....	Failure on 18 miles		
Jan. 9, 23, 1886	Spencer	Failure to arrive and depart	.....	2 98
Jan. 9, 1886	.....	Failure on 10⅓ miles	.....	2 00
Feb. 12, 1886	.....	Failure on 15 miles		
Feb. 27, 1886	.....	Failure to connect	1 47	.....
Feb. 11, 1886	.....	Wet mail		
Feb. 18, 19, 25, 26, 1886	.....	Failure on 13 miles	.....	3 22
Jan. 9, 1886	.....	Failure on 12½ miles	.....	1 35
.....do	.....	Failure on 11½ miles	.....	5 04
Jan. 2, 1886	Hollandsburgh to Ferndale.	Failure on 3½ miles		
Jan. 4; Feb. 9, 10, 11, 12, 13, 23, 1886.	.....	Failure half mile		
Jan. 6, 8, 11, 13, 15, 16, 19, 20, 21, 23, 26, 28; Feb. 25; Mar. 31, 1886.	.....	Failure on 4 miles		
Jan. 9, 1886	.....	Failure total	.....	3 16
Jan. 19; Feb. 11, 1886	.....	Failure on 6 miles		
Jan. 9, 1886	.....	Failure total	.....	1 94
.....do	.....	Failure on 9¼ miles	.....	1 09
Mar. 9, 1886	.....	Failure total	.....	1 76
Jan. 9, 11; Feb. 12, 13, 15, 16, 17, 18, 25, 26, 1886.	.....	Failure round trips	.....	15 84
Dec. 8, 1885	.....	Failure on 13 miles	.....	4 24
Jan. 6, 11, 1886	.....	Failure on 14 miles		
Jan. 9, 1886	.....	Failure total	.....	1 36
.....do	.....	.....do	.....	1 40
.....do	.....	.....do	.....	2 14
Jan. 6, 22, 1886	Houston	Failure to arrive	.....	3 96
Jan. 7, 23, 1886	....do	Failure to depart		
Jan. 22, 23, 1886	....do	Failure half trip	.....	3 76
Jan. 8, 1886	Pilot Mound	Failure to arrive and depart	.....	2 43
Jan. 22, 1886	.....	Failure total		
Jan. 5, 11, 12, 23, 25; Feb. 2, 1886.	.....	Failure one trip	.....	2 33
Jan. 8, 9, 1886	.....	Failure half trip		
Jan. 22, 1866	.....	Failure three trips		
Jan. 4, 8, 15, 22, 25; Mar. 19, 1886.	Preston	Failure to arrive	.....	28 77
Jan. 5, 9, 16, 21, 26; Mar. 20, 1886.	....do	Failure to depart		
Jan. 11, 12, 1886	.....	Failure on 26½ miles one way		
Jan. 5, 7, 16, 21, 23; Mar. 20, 1886.	Cresco	Failure to arrive		
Jan. 4, 8, 15, 22, 25; Mar. 19, 1886.	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 20	26112	Fillmore to Wykoff (S. S. to Watson Creek).	Minn ..	B. W. Beedy	$16 21	$0 25
	26112	.....do	Minn ..	.....do	38 40	36
	26114	Spring Valley to Line Spring..	Minn ..	Z. T. Carpenter	548 00	1 75
	26114	.....do	Minn ..	.....do	.....	.....
	26114	.....do	Minn ..	.....do	.....	.....
	26114	.....do	Minn ..	.....do	.....	.....
	26114	.....do	Minn ..	.....do	.....	.....
	26114	.....do	Minn ..	.....do	.....	.....
	26116	Racine to Grand Meadow.....	Minn ..	B. W. Beedy	178 50	57
	26117	Austin to Ramsey.....	Minn ..	L. H. Warren	175 00	27
	26120	Albert Lea to Owatonna.....	Minn ..	B. W. Beedy	477 00	2 29
	26120	.....do	Minn ..	.....do	.....	.....
	26121	Freeborn to Alden.....	Minn ..	J. L. Scovill.....	316 29	50
					43 75	41
	26127	Winnebago to Saint James	Minn ..	B. W. Beedy	587 00	2 82
	26127	.....do	Minn ..	.....do	.....	.....
	26128	Winnebago to Cedarville	Minn ..	.....do	464 65	2 23
	26128	.....do	Minn ..	.....do	.....	.....
	26130	East Chain Lake to Fairmont..	Minn ..	M. E. L. Shanks.....	297 00	95
	26131	Sherburne to Estherville	Minn ..	B. W. Beedy	273 00	1 31
	26131	.....do	Minn ..	.....do	.....	.....
	26132	Sherburne to Cedarville	Minn ..	.....do	168 00	80
	26138	Meadow to Pipe Stone.....	Minn ..	H. Wells.....	156 05	75
	26140	Currie to Tracy	Minn ..	Lendsley & Fitch.....	400 00	63
	26140	.....do	Minn ..	.....do	.....	.....
	26140	.....do	Minn ..	.....do	.....	.....
	26141	Currie to Fulda	Minn ..	A. H. Sanborn	331 00	1 06
	26143	Windom to Windom.....	Minn ..	B. W. Beedy	449 00	2 15
	26143	.....do	Minn ..	.....do	.....	.....
	26143	.....do	Minn ..	..... do	.....	.....
	26144	Saint James to Fairmont	Minn ..	W. I. Snow	495 00	2 37
	26144	.....do	Minn ..	.....do	.....	.....
	26144	.....do	Minn ..	.....do	.....	.....
	26144	.....do	Minn ..	.....do	.....	.....
	26144	.....do	Minn ..	.....do	.....	.....
	26149	Mapleton to Amboy.....	Minn ..	S. W. Parks.....	312 94	1 00
	26149	.....do	Minn ..	.....do	.....	.....
	26150	Willow Creek to Amboy.....	Minn ..	B. W. Beedy	168 00	53
	26152	Jamesville to Alma City to Vivian.	Minn ..	.....do	353 56	56
					205 64	65
	26152	.....do	Minn ..	.....do	.....	.....
	26152	.....do	Minn ..	.....do	.....	.....
	26152	.....do	Minn ..	.....do	.....	.....
	26152	.....do	Minn ..	..... do	.....	.....
	26152	.....do	Minn ..	.....do	.....	.....
	26158	Ellington to Claremont	Minn ..	A. H. Sanborn	141 00	67
	26159	Concord to Dodge Centre	Minn ..	C. B. Calhoun	300 00	47
	26159	.....do	Minn ..	.....do	.....	.....
	26159	.....do	Minn ..	.....do	.....	.....
	26159	.....do	Minn ..	.....do	.....	.....
	26159	.....do	Minn ..	.....do	.....	.....
	26159	.....do	Minn ..	.....do	.....	.....
	26161	Kasson to Thoe.....	Minn ..	A. H. Sanborn	182 00	87
	26161	.....do	Minn ..	.....do	.....	.....
	26161	.....do	Minn ..	.....do	.....	.....
	26162	High Forest to Rochester.....	Minn ..	S. P. Wheeler	540 00	86
	26162	.....do	Minn ..	.....do	.....	.....
	26162	.....do	Minn ..	.....do	.....	.....
	26162	.....do	Minn ..	.....do	.....	.....
	26162	.....do	Minn ..	.....do	.....	.....
	26162	.....do	Minn ..	.....do	.....	.....
	26164	Rochester to Spring Valley....	Minn ..	C. Broxholm	589 85	2 83
	26164	.....do	Minn ..	.....do	.....	.....
	26164	.....do	Minn ..	.....do	.....	.....
	26164	.....do	Minn ..	.....do	.....	.....
	26166	Saint Charles to Six Oaks.....	Minn ..	A. H. Sanborn	331 00	1 06
	26166	.....do	Minn ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 22, 1886	Six times a week service.	Failure total	.....	$2 66
Jan. 9, 16, 23, 1886	One time a week service.	....do		
Jan. 5, 9, 16, 19, 21, 23, 1886	Spring Valley	Failure to arrive	.....	25 07
Jan. 4, 15, 18, 22, 25, 1886	....do	Failure to depart		
Jan. 4, 8, 15, 18, 22, 25, 1886	Line Spring	Failure to arrive		
Jan. 5, 9, 16, 19, 23, 26, 1886	....do	Failure to depart		
Mar. 19, 20, 1888	.....	Failure on 17 miles		
Jan. 13, 1886	.....	Carrier kept mail-pouch at his house in Spring Valley all night.	$1 00	.....
Jan. 9, 1886	.....	Failure total	.....	1 14
Jan. 4, 9, 23, 1886	.....	....do	.....	1 62
Jan. 9, 20, 23, 27, 1886	Albert Lea	Failure to arrive and depart	.....	16 03
Jan. 8, 12, 22, 1886	Owatonna	....do		
Jan. 4, 8, 9, 22, 1886	.....	Failure total	.....	4 00
Jan. 8, 15, 22, 1886	Winnebago	Failure to arrive and depart	.....	14 10
Jan. 4, 8, 1886	Saint James	....do		
Jan. 5, 9, 12, 23, 1886	Winnebago	....do	.....	15 61
Jan. 2, 5, 9, 1886	Cedarville	....do		
Jan. 7, 9, 1886	.....	Failure total	.....	3 80
Jan. 8, 22, 1886	Sherburne	Failure to arrive and depart	.....	5 24
Jan. 4, 22, 1886	Estherville	....do		
Jan. 9, 1886	.....	Failure total	.....	1 60
Jan. 9, 16, 1886	.....	....do	.....	3 00
Jan. 7, 8, 22, 1886	Currie	Failure to arrive and depart	.....	2 83
Jan. 7, 22, 1886	Tracy	Failure to arrive		
Jan. 8, 1886	....do	Failure to depart		
Jan. 7, 1886	.....	Failure total	.....	2 12
Jan. 8, 9; Feb. 9, 10, 1886	On the route	Failure one way	1 00	11 61
Feb. 2, 3, 1886	.....	Failure one way on 26½ miles		
Mar. 20, 1886	Lumberton	Wet pouch		
Jan. 8, 15, 1886	Saint James	Failure to arrive	.....	15 16
Jan. 5, 9, 1886	....do	Failure to depart		
Jan. 22, 23, 1886	.....	Failure on 28 miles one way		
Jan. 5, 9, 26, 1886	Fairmont	Failure to arrive		
Jan. 8, 11, 25, 1886	....do	Failure to depart		
Jan. 9, 1886	.....	Failure total	.....	5 25
Jan. 5, 7, 16, 23, 1886	.....	Failure on 5½ miles		
Jan. 7, 9, 1886	.....	Failure total	.....	2 12
Jan. 4, 7, 9, 14, 22, 1886	Jamesville	Failure to arrive	.....	12 81
Jan. 4, 8, 9, 22, 15, 1886	....do	Failure to depart		
Jan. 5, 1886	.....	Failure on 5 miles		
Jan. 4, 8, 9, 22, 1886	Alma City	Failure to arrive and depart 6 times a week.		
Jan. 5, 9, 16, 23; Mar. 20, 25, 1886.	....do	Failure to arrive and depart 3 times a week.		
Jan. 5, 9, 16; Mar. 20, 25, 1886.	Vivian	....do		
Jan. 8, 22, 1886	.....	Failure total	.....	2 63
Jan. 4, 8, 22, 1886	Concord	Failure to arrive	.....	3 54
Jan. 5, 9, 22, 1886	....do	Failure to depart		
....do	Dodge Centre	Failure to arrive		
Jan. 4, 8, 22, 1886	....do	Failure to depart		
Jan. 11, 1886	....do	Failure on 8½ miles		
Jan. 5, 22, 1886	Kasson	Failure to arrive and depart	.....	3 41
Jan. 8, 12, 1886	Thoe	Failure on 3 miles		
Jan. 22, 1886	....do	Failure to arrive and depart		
Jan. 4, 5, 8, 11, 22, 23, 25, 1886	High Forest	Failure to arrive	.....	18 00
Jan. 5, 6, 9, 11, 23, 25, 26, 1886	....do	Failure to depart		
Jan. 4, 6, 7, 9, 11, 13, 14, 15, 21, 19, 23, 25, 1886.	Rochester	Failure to arrive		
Jan. 4, 5, 7, 8, 11, 12, 14, 15, 18, 21, 22, 23, 1886.	....do	Failure to depart		
Jan. 16, 1886	.....	Failure on 5½ miles		
Mar. 25, 1886	.....	Failure on 11½ miles		
Jan. 4, 8, 11, 15, 20, 22; Mar. 19, 1886.	Rochester	Failure to arrive	.....	38 20
Jan. 5, 9, 12, 14, 21, 23, 30; Mar. 20, 1886.	....do	Failure to depart		
Jan. 5, 8, 12, 16, 21, 23, 1886	Spring Valley	Failure to arrive		
Jan. 4, 8, 11, 18, 20, 22, 1886	....do	Failure to depart		
Jan. 9, 16, 23, 1886	.....	Failure total	.....	8 10
Jan. 4, 1886	.....	Failure on 11½ miles both ways		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 20	26167	Troy to Saint Charles	Minn	L. H. Warren	$290 00	$0 46
	26167	do	Minn	do		
	26167	do	Minn	do		
	26167	do	Minn	do		
	26168	Fremont to Utica	Minn	A. H. Sanborn	190 27	91
	26170	Dakota to Ridgeway	Minn	J. B. Colegrove	232 00	1 11
	28133	Livonia to Exline	Mo	P. R. Schnebly	304 95	97
	28386	Taberville to Rockville	Mo	J. A. Craft	198 00	31
	28387	Osceola to Appleton City	Mo	G. D. Jackson	453 75	1 45
	28390	Clinton to Clinton	Mo	E. M. Hardin	140 00	67
	28401	Warsaw to Hermitage	Mo	J. A. Craft	1,010 81	1 60
	28403	Osceola to Bolivar	Mo	J. A. Jackson	1,132 00	1 80
	28406	Hermitage to Bolivar	Mo	J. H. Wright	241 38	1 15
	28407	Preston to Linn Creek	Mo	L. B. Wright	315 00	1 51
	28407	do	Mo	do		
	28408	Osage Iron Works to Linn Creek.	Mo	E. M. Hardin	325 68	1 56
	28412	Linn Creek to Lebanon	Mo	do	980 00	1 56
	28419	Jefferson to Railroad	Mo	W. H. Smith	297 00	47
	28419	do	Mo	do		
	28433	California to Versailles	Mo	J. A. Craft	448 50	1 43
	28439	Saint Thomas to Loose Creek	Mo	J. D. Smith	525 00	1 68
	28440	Saint Aubert's to Medora	Mo	R. Ritter	109 00	17
	28443	Hermann to Cuba	Mo	E. M. Hardin	609 31	2 92
	28460	Hillsborough to Carondelet Station.	Mo	do	480 00	1 53
	28461	Hillsborough to Byrnesville	Mo	do	160 00	76
	28473	Potosi to Bourbon	Mo	J. D. Smith	460 00	2 21
	30163	Opelousas to La Place	La	E. P. Cuidry	449 09	1 43
	31357	Terrell to Greenville	Tex	C. M. Snodgrass	446 00	1 42
	31378	Ladonia to Commerce	Tex	do	154 00	74
	31380	Paris to Scott	Tex	do	174 47	83
	31380	do	Tex	do		
	31381	Paris to Biard	Tex	do	180 52	58
	31382	Paris to Chicota	Tex	V. Boreing	168 00	80
	31385	Paris to Halesborough	Tex	do	615 00	1 97
	31386	Paris to Kiomatia	Tex	G. M. Snodgrass	410 12	1 97
	31390	Sulphur Springs to Black Oak	Tex	B. Magoffin	260 00	83
	31392	Sulphur Springs to Cooper	Tex	G. M. Snodgrass	546 00	87
	31392	do	Tex	do		
	31396	Sulphur Springs to Mount Vernon.	Tex	do	417 00	1 33
	31396	do	Tex	do		
	31396	do	Tex	do		
	31396	do	Tex	do		
	31403	Clarksville to Doaksville	Tex	do	483 16	2 32
	31405	Goolesboro to Mount Pleasant	Tex	do	187 04	89
	31410	Mount Pleasant to Mount Vernon.	Tex	do	419 00	66
	31410	do	Tex	do		
	31421	Jefferson to Orrville	Tex	B. W. Beedy	67 32	64
	31429	Atlanta to Black Bayou	Tex	V. Boreing	349 00	1 67
	31432	Atlanta to Frog Level	Tex	do	96 00	92
	31432	do	Tex	do		
	31440	Canton to Athens	Tex	C. M. Snodgrass	156 00	1 50
	33129	Manley to Seneca	Kans	W. H. Smith	330 00	1 05
	33129	do	Kans	do		
	33129	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 5, 8, 9, 1886	Troy	Failure to arrive		
Jan. 9, 11, 1886	do	Failure to depart	.....	$4 14
Jan. 4, 5, 7, 9, 11, 12, 1886	Saint Charles	Failure to arrive		
Jan. 4, 5, 7, 8, 9, 11, 1886	do	Failure to depart		
Jan. 9, 1886		Failure total	.....	1 82
do		do	.....	2 22
		Whereas the deduction ordered April 14, 1886, was calculated upon the basis of $284.95 as the annual pay; and whereas a further deduction is necessary in order that the whole deduction may be equal to the value of the service lost, therefore deduct	.....	12
Jan. 9; Feb. 2, 1886		Failure to perform service	.....	1 24
Feb. 3 to 4, 1886		do	.....	2 90
Jan. 22, 1886		do	.....	1 34
Jan. 8, 9, 11; Feb. 11, 1886		Failure half trips	.....	6 40
Jan. 8, 1886		do	.....	1 80
Feb. 9 to 10, 12 to 13; Mar. 30 to 31, 1886.		Failure to perform service	.....	6 90
Feb. 12 to 13, 1886		Failure on 29 miles	.....	3 27
Feb. 15 to 16, 1886		Failure on 10 miles		
Feb. 12 to 13, 1886		Failure to perform service; for failure to comply with schedule.	$2 00	1 56
Jan. 9, 1886		Failure half trip	.....	1 56
Jan. 8, 9; Feb. 10, 11, 1886		Failure to perform service	.....	4 23
Feb. 9, 1886		Failure half trip		
Jan. 9, 1886		Failure on 19 miles	.....	1 75
Feb. 10 to 11; Mar. 10 to 11, 1886		Failure on 23½ miles	.....	5 01
Jan. 8, 9, 11, 16; Feb. 9, 10, 11, 18, 1886.		Failure to perform service	.....	2 72
Feb. 11, 1886		Failure on 20½ miles	.....	2 10
Feb. 12 to 13, 1886		Failure to perform service	.....	3 06
Feb. 12, 16, 1886		Failure on three-fourths of a trip.	.....	2 28
Feb. 10, 13, 17, 1886		Failure on 6 miles	.....	2 34
Jan. 9, 1886		Failure total	.....	2 86
Mar. 29, 1886	Terrell	Failure to arrive and depart	.....	1 42
Jan. 8; Mar. 29, 1886	Commerce	do	.....	1 48
Jan. 8, 25, 1886		Failure total	.....	4 98
Mar. 8, 29, 1886	Scott	Failure to arrive and depart		
Jan. 26, 1886		Failure total	.....	1 16
Jan. 8, 29; Feb. 22; Mar. 15, 1886.		do	.....	6 40
Jan. 8; Mar. 29, 1886		do	.....	7 88
Jan. 21, 1886	Woodland to Kiomatia.	Failure on 11 miles	.....	1 27
Jan. 11; Feb. 3; Mar. 29, 1886	Black Oak	Failure to arrive and depart	.....	2 49
Jan. 6; Mar. 3, 1886	Sulphur Springs	Failure to arrive and depart		
Jan. 8, 14, 16, 18; Feb. 4; Mar. 29, 30, 31, 1886.	Cooper	Failure to arrive and depart (50 per cent. over pro rata for failures at Cooper).	.....	12 18
Mar. 3, 1886	Sulphur Springs	Failure to arrive		
Mar. 4, 1886	do	Failure to depart	.....	3 99
Mar. 3, 10, 1886	Mount Vernon	Failure to arrive		
Mar. 4, 11, 1886	do	Failure to depart		
Jan. 8, 12, 15, 19; Feb. 2, 23; Mar. 9, 30, 1886.	Manchester to Doaksville.	Failure on 21 miles	.....	19 98
Mar. 3, 1886	Goolesboro	Wet mail	1 00	
Jan. 8, 14, 1886		Failure total	.....	3 52
Mar. 29, 1886		Failure on $\frac{10}{15}$ of a trip		
Mar. 15, 1886		Failure total	.....	1 29
Jan. 8, 1886		do	.....	3 34
Jan. 9, 1886		do	.....	2 76
Feb. 27, 1886	Frog Level	Failure to arrive and depart		
Jan. 8, 1886	Canton	do	.....	1 50
Jan. 2, 5, 7, 9, 12, 16, 19, 21, 23, 1886.		Failure on 20 miles	.....	19 95
Feb. 2, 9, 13, 1886		Failure on 12 miles		
Jan. 7, 14, 19, 1886		Failure on 4 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip
		STAR SERVICE—continued.				
1886.						
Apr. 20	33131	Frankfort to Marysville	Kans	C. C. Morse	$309 00	$0 99
	33131	do	Kans	do		
	33132	Wyoming to Barrett	Kans	B. Magoffin	160 00	76
	33133	Swede Creek to Blue Rapids	Kans	C. C. Morse	97 00	46
	33134	Marysville to Waterville	Kans	E. D. Sweet	347 00	55
	33135	Havenville to Saint Mary	Kans	M. A. Thompson	570 00	1 82
	33135	do	Kans	do		
	33135	do	Kans	do		
	33137	Louisville to Irving	Kans	W. A. Stoddard	570 00	1 82
	33137	do	Kans	do		
	33138	Blaine to Louisville	Kans	W. H. Smith	720 00	1 15
	33138	do	Kans	do		
	33138	do	Kans	do		
	33142	Manhattan to Leonardville	Kans	R. Schoonhoven	448 72	1 43
	33142	do	Kans	do		
	33142	do	Kans	do		
	33142	do	Kans	do		
	33143	Clay Centre to Abilene	Kans	M. A. Jolly	990 97	1 09
	33143	do	Kans	do		1 03
	33144	Miltonvale to Minneapolis	Kans	J. S. Badger	415 45	1 33
	33144	do	Kans	do		
	33144	do	Kans	do		
	33144	do	Kans	do		
	33145	Wakefield to Abilene	Kans	S. C. Cabell	568 00	1 82
	33145	do	Kans	do		
	33145	do	Kans	do		
	33145	do	Kans	do		
	33147	Ballard Falls to Waterville	Kans	V. Boreing	158 75	76
	33152	Greenleaf to Clay Centre	Kans	J. S. Badger	585 68	1 87
	33152	do	Kans	do		
	33153	Greenleaf to Junction City	Kans	J. R. Tupper	863 60	41 1 93
	33153	do	Kans	do		
	32154	Kimeo to Clay Centre	Kans	C. H. Harris	377 62	1 20
	33159	White Rock to Republic	Kans	J. R. Tupper	239 14	38
	33161	Omio to Ionia	Kans	W. H. Smith	934 54	1 49
	32161	do	Kans	do		
	33163	Concordia to Beloit	Kans	W. H. Smith	535 71	1 71
	33165	Concordia to Solomon	Kans	J. L. Warner	999 00	3 20
	33168	Clyde to Lamar	Kans	E. Badger	485 00	1 55
	33169	Glasco to Meredith	Kans	C. C. Morse	181 51	87
	33170	Simpson to Lincoln	Kans	J. R. Tupper	603 39	1 93
	33170	do	Kans	do		
	33170	do	Kans	do		
	33170	do	Kans	do		
	33173	Minneapolis to Lincoln	Kans	C. C. Morse	517 00	1 65
	33173	do	Kans	do		
	33173	do	Kans	do		
	33173	o	Kans	do		
	33175	Bluffton to Ellsworth	Kans	J. D. Emerson	445 74	2 13
	33177	Lincoln to Beloit	Kans	Houghton & Buchanon	751 64	2 40
	33177	do	Kans	do		
	33177	do	Kans	do		
	33177	do	Kans	do		
	33178	Lincoln to Free Will	Kans	J. D. Emerson	624 00	2 00
	33180	Bacon to Sylvan Grove	Kans	C. C. Morse	130 00	62
	33182	Beloit to Ellsworth	Kans	H. W. Winslow	1,412 40	2 24
	33182	do	Kans	do		
	33182	do	Kans	do		
	33182	do	Kans	do		
	33184	Cawker City to Red Cloud	Kans	J. D. Emerson	733 84	2 34
	33184	do	Kans	do		
	33184	do	Kans	do		
	33184	do	Kans	do		
	33185	Downs to Smith Centre	Kans	W. H. Smith	445 14	1 42
	33185	do	Kans	do		
	33185	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 7, 9, 1886		Failure total		$7 68
Jan. 16, 1886		Failure on 22½ miles		
Jan. 2, 9, 1886		Failure total		3 04
Jan. 5, 9, 1886		do		1 84
Jan. 4, 7, 8, 1886		do		3 30
Jan. 4, 8, 1886	Havenville	Failure to arrive and depart		5 46
Jan. 9, 1886	Saint Mary's	Failure to arrive		
Jan. 7, 1886	do	Failure to depart		
Jan. 7, 9, 1886	Louisville	Failure to arrive and depart		7 28
Jan. 4, 8, 1886	Irving	do		
Jan. 5, 7, 8, 22, 26, 1886	Blaine	do		8 05
Jan. 4, 8, 1886	Louisville	Failure to arrive		
Jan. 4, 7, 1886	do	Failure to depart		
Jan. 6, 8, 11; Mar. 10, 1886	Manhattan	Failure to arrive		11 44
Jan. 5, 7, 12; Mar. 11, 1886	do	Failure to depart		
Jan. 5, 7, 12; Mar. 9, 1886	Leonardville	Failure to arrive		
Jan. 4, 8, 11; Mar. 12, 1886	do	Failure to depart		
Jan. 8, 1886		Failure on 18 miles 3 times a week.		4 24
Jan. 9, 1886		Failure on 17 miles 6 times a week.		
Jan. 2, 7, 1886	Miltonvale	Failure to arrive		5 22
Jan. 4, 8, 1886	do	Failure to depart		
Jan. 4, 8, 1886	Minneapolis	Failure to arrive		
Jan. 5, 9, 1886	do	Failure to depart		
Jan. 2, 7, 28, 1886	Wakefield	Failure to arrive		8 19
Jan. 4, 8, 29, 1886	do	Failure to depart		
Jan. 27, 1886	Abilene	Failure to arrive		
Jan. 7, 28, 1886	do	Failure to depart		
Jan. 9, 1886		Failure total		1 52
Jan. 2, 7; Feb. 11, 1886	Greenleaf	Failure to arrive and depart		9 35
Jan. 6, 8, 1886	Clay Centre	do		
Jan. 4, 7, 8, 9, 27, 1886	Greenleaf	Failure to arrive and depart 6 times a week.		3 69
Jan. 4, 7, 9, 27, 1886	Kimeo	do		
Jan. 7, 9; Mar. 6, 1886	Clay Centre	Failure to arrive and depart		3 60
Jan. 4, 7, 9, 1886		Failure total		2 28
Jan. 4, 5, 6, 7, 8, 9; Feb. 3, 1886.	Omio	Failure to arrive and depart		23 84
Jan. 4, 5, 7, 8, 9, 11, 22, 23; Feb. 3, 1886.	Ionia	do		6 84
Jan. 4, 5, 7, 8, 1886		Failure total		12 80
Jan. 4, 5, 7, 8, 1886		do		1 55
Jan. 4, 1886	Clyde	Failure to arrive and depart		3 48
Jan. 4, 8, 1886		Failure total		
Jan. 2, 5, 7, 1886	Simpson	Failure to arrive		12 54
Jan. 4, 6, 8, 1886	do	Failure to depart		
Jan. 1, 4, 8; Feb. 10, 1886	Lincoln	Failure to arrive		
Jan. 7, 9; Feb. 11, 1886	do	Failure to depart		
Jan. 4, 8, 1886	Minneapolis	Failure to arrive		6 60
Jan. 5, 9, 1886	do	Failure to depart		
Jan. 2, 7, 1886	Lincoln	Failure to arrive		
Jan. 4, 8, 1886	do	Failure to depart		
Jan. 8, 9; Feb. 5, 6, 1886		Failure total		8 52
Jan. 2, 5, 7, 9, 14; Feb. 2, 11, 16, 20, 1886.	Lincoln	Failure to arrive		31 20
Jan. 4, 6, 8, 11, 15; Feb. 3, 5, 15, 19, 1886.	do	Failure to depart		
Jan. 4, 6; Feb. 12, 17, 1886	Beloit	Failure to arrive		
Jan. 5, 7; Feb. 11, 18, 1886	do	Failure to depart		
Jan. 4–5, 1886		Failure total		4 00
Jan. 26; Feb. 3, 10, 1876		do		4 96
Jan. 4, 7, 8, 1886	Beloit	Failure to arrive		36 31
Jan. 5, 7, 8, 9, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 18, 19, 20, 21, 23, 1886.	Ellsworth	Failure to arrive		
Jan. 2, 4, 5, 7, 8, 18, 19, 20, 21, 22; Feb. 9, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 11; Mar. 3, 15, 1886	Cawker City	Failure to arrive		21 06
Jan. 5, 7, 9, 12; Mar. 1, 3, 4, 16, 1886.	do	Failure to depart		
Jan. 5, 7, 9, 1886	Red Cloud	Failure to arrive		
Jan. 4, 6, 8, 1886	do	Failure to depart		
Jan. 5, 7, 9, 12, 1886	Downs	Failure to arrive		9 94
Jan. 2, 7, 9, 12, 1886	do	Failure to depart		
Jan. 4, 8, 11, 1886	Smith Centre	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini or route.	State.	Conntractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 20	33188	Mankato to Superior	Kans ..	J. R. Tupper	$862 00	$1 37
	33188	....do	Kans ..	....do		
	33188	....do	Kans ..	....do		
	33188	....do	Kans ..	....do		
	33188	....do	Kans ..	....do		
	33190	Burr Oak to Red Cloud	Kans ..	E. Hanson	483 00	1 54
	33190	....do	Kans ..	....do		
	33190	....do	Kans ..	....do		
	33190	....do	Kans ..	....do		
	33191	Burr Oak to Salem	Kans ..	J. D. Frier	335 56	53
	33192	Eagle Rapids to Harlan	Kans ..	C. C. Topliff	96 00	15
	33193	Gaylor to Red Cloud	Kans ..	J. R. Miner	1, 382 10	52
						1 58
	33193	....do	Kans ..	....do		
	33193	....do	Kans ..	....do		
	33193	....do	Kans ..	....do		
	41118	Salt Lake City to Argenta	Utah ..	E. J. Travis	499 00	1 59
	41123	Stockton to Jacob City	Utah ..	H. N. Warren	107 84	1 03
					323 50	
	41172	Sandy to Alta	Utah ..	V. H. Pease	1, 320 00	4 61
					660 00	
	42113	Ketchum to Saw Tooth	Utah ..	J. Hailey	3, 321 68	5 30
					3, 875 29	
	42113	....do	Utah ..	....do		
	42116	Mountain Home to Atlanta	Idaho..	H. A. Lawton	7, 644 03	10 47
	42116	....do	Idaho..	....do		
	42117	Corral to Broadford	Idaho..	....do	4, 076 80	6 50
	42117	....do	Idaho..	....do		
	32117	....do	Idaho..	....do		
	42117	....do	Idaho..	....do		
	42148	Muldoon to Bellevne	Idaho..	E. B. Tage	950 00	3 04
	42148	....do	Idaho..	....do		
	42150	Challis to Bonanza City	Idado..	S. P. Wheeler	3, 440 00	5 49
	42150	....do	Idaho..	....do		
	42150	....do	Idaho..	....do		
	42159	Arco to Martin	Idaho..	H. C. Slavins	585 00	1 87
	43102	Port Townsend to Port Discovery.	Wash..	H. A. Lawton	510 00	1 62
					1, 020 00	
	43102	....do	Wash..	....do		
	43111	Waldron to East Sound	Wash..	A. W. Eastlack	480 00	2 30
	43111	....do	Wash..	....do		
	43123	Olympia to Astoria	Wash..	L. A. Loomis	16, 276 42	9 96
						6 55
						18 92
	43129	Chehalis to Fayette	Wash..	J. S. Barry	448 50	56
	43129	....do	Wash..	....do		94
	43135	Vancouver to Battle Ground	Wash..	J. A. Woodin	188 00	90
	43138	Lyle to Hartland	Wash..	H. A. Lawton	200 00	96
	43139	White Salmon to Fulda	Wash..	....do	250 00	2 40
	43147	Dayton to Colfax	Wash..	....do	1, 106 67	5 31
	43147	....do	Wash..	....do		
	43148	Dayton to Lewiston	Wash..	I. B. Camphausen	2, 463 00	3 92
	43180	Goldendale to Grant	Wash..	W. Hissinbotham	1, 166 10	1 85
	43189	Semiahmoo to Ferndale	Wash..	J. N. Lindsey	1, 135 29	5 44
	43190	Spokane Falls to Che-we-lah	Wash..	A. H. Boomer	2, 136 84	6 84
	43212	Castle Rock to Toutle	Wash..	H. N. Warren	592 50	2 85
	43218	Ellensburgh to O'Kanogon	Wash..	C. D. Alexander	1, 197 00	11 50
	43218	....do	Wash.	....do		
	43218	....do	Wash..	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 5, 6, 7, 8, 9, 23, 27; Feb. 3, 9, 11, 27; Mar. 3, 5, 1886.	Monkato	Failure to arrive	.....	
Jan. 2, 4, 5, 7, 8, 9, 22, 27; Feb. 3, 8, 10, 27; Mar. 4, 1886.	....do	Failure to depart		$31 51
Jan. 2, 4, 7, 8, 22, 27; Feb. 3, 8, 10; Mar. 4, 1886.	Superior	Failure to depart		
Jan. 4, 5, 7, 8; Feb. 3, 9, 11; Mar. 3, 5, 1886.	....do	Failure to depart		
Jan. 5, 9, 12, 14, 23, 1886	Burr Oak	Failure to arrive	.....	
Jan. 4, 8, 11, 13, 22, 1886	....do	Failure to depart		15 40
Jan. 4, 8, 11, 13, 22, 1886	Red Cloud	Failure to arrive		
Jan. 5, 9, 12, 14, 23, 1886	....do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 11, 14, 21, 1886.	....do	Failure total	.....	9 54
Jan. 2, 4, 5, 6, 7, 8, 9, 11, 20, 22, 27, 28, 29; Mar. 5, 1886.	Red Cloud	Failure total	.....	4 20
Jan. 3, 4, 7, 8, 10, 22, 1886	Gaylor	Failure to arrive and depart seven times a week.		
Jan. 3, 7, 8, 10, 22, 1886	Smith Centre	....do		
Jan. 2, 4, 6, 9, 11, 12, 13, 15, 18, , 1886	Red Cloud	Failure to arrive and depart six times a week.	.....	29 42
Jan. 2, 4, 6, 7, 8, 9, 1886	Smith Center	....do		
Jan. 1; Mar. 10, 1886	Butlersville to Argenta.	Failure on 7 miles	.....	23 96
Jan. 11 to Mar. 31, 1886	....do	Failure to peform service	.....	13 83
Feb. 3, 27; Mar. 27, 1886	Alta	Failure to arrive and depart	.....	13 83
Jan. 21, 22, 23, 26, 28, 29, 31; Mar. 13, 17, 1886.	Ketchum	Failure to arrive	.....	55 65
Jan. 21, 22, 23; Feb. 1, 2, 3, 1886	Saw Tooth	Failure to arrive and depart		
Jan. 21, 22, 25, 27, 1886	Atlanta	Failure to arrive	.....	26 17
Feb. 24, 1886	....do	Failure to depart		
Jan. 20, 21, 1886	Corral	Failure to arrive and depart		
Jan. 22, 25, 27, 28, 1886	... do	Failure to arrive	.....	42 25
Jan. 23, 26, 28, 1886	... do	Failure to depart		
Jan. 20, 1886	Bradford	Failure to arrive and depart		
Jan. 19, 1886	Muldoon	Failure to arrive	.....	3 04
Jan. 2, 1836	....do	Failure to depart		
Jan. 21, 22, 26, 28, 30, 1886	Challis	Failure to arrive		
Jan. 22, 23, 1886	Bonanza City	Failure to arrive and depart	.....	27 45
Jan. 21, 1886	....do	Failure to arrive		
Jan. 22, 1886	....do	Failure round trip	.....	3 74
Jan. 14, 1886	Port Townsend	Failure to arrive	.....	2 43
Jan. 14, 1886	Port Discovery	Failure to arrive and depart		
Jan. 15; Feb. 9, 1886	Waldron	.....do	.....	6 90
Feb. 9, 1886	East Sound	.....do		
Jan. 28, 1886	Montesano	For allowing mail to become wet.	.....	5 00
Jan. 27, 30, 1886	Claquato from Chehalis.	Failure to arrive and depart	.....	2 06
Jan. 30, 1886	Claquato from Fayette.	.....do		
.....	.....	For failure to deliver at Battle Ground in time to connect with mail for Lewisville January 24, 1886.	$2 00	.....
Jan. 24, 1886	.....	Failure round trip	.....	1 92
Jan. 25, 1886	.....	.....do	.....	4 80
Jan. 22, 1886	Colfax	Failure to arrive	.....	5 31
Jan. 23, 1886	....do	Failure to depart		
Jan. 21, 1886	Lewiston	.....do	.....	1 96
Jan. 2, 1886	.....	Failure on 10½ miles	.....	1 99
.....	.....	For non-delivery of mail on time at West Ferndale.	2 00	.....
.....	.....	For non-delivery of mail at the post-office of Welch with regularity.	3 00	.....
Jan. 25, 1886	.....	Failure round trip	.....	5 70
Jan. 23, 30, 1886	Ellensburgh	Failure to arrive	.....	23 00
Jan. 20, 1886	O'Kanogan	.....do		
Jan. 21, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE.				
1886. Apr. 20	83190	Locust Corners to railroad	Ohio	E. W. Townsley	$68 00	$0 22
	83497	Centre View to railroad	Ohio	Ham White	96 00	15
	83499	Dawes to railroad	Ohio	J. Beaver	95 00	61
	83505	Murphy to railroad	Ohio	J. Butler, jr	84 00	27
	85046	Conroe to railroad	Ind	T. Jones	49 50	48
	85063	Edwardsville to railroad	Ind	L. Sharley	72 00	11
	85156	Disko to railroad	Ind	J. E. Tigere	83 00	14
	85165	North Indianapolis to railroad	Ind	M. J. Collins	89 00	07
		RAILROAD SERVICE.				
	2009	Richford to Newport	Vt	S. E. Rwy Co	2,726 38	4 35
	1011	Nashua to Keene	N. H	B. & L. Rwy	4,771 75	
	1020	Franklin to Bristol	N. H	....do	561 30	
	3025	Boston to Albany	Mass	B. & A. Rwy. (4 lines 55 feet cars).	115,653 18	
	3025	....do	Mass	....do	19,927 50	
	21002	Pittsburgh to Chicago	Ohio	Pa. Co	170,134 50	233 06 61 56 68 69
	21006	Cleveland to Wellsville	Ohio	....do	20,957 91	33 47 16 73
	21014	Columbus to Cincinnati	Ohio	P. C. & St. L. Rwy. (2 lines R. P. O. cars).	40,133 91 12,005 00	54 97 12 82

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 20, 1886	On the route	Failure one trip		$0 22
In first quarter, 1886	do	Failure twenty-eight trips (two pro rata for twenty trips).		7 20
Jan. 8, 1886	do	Failure one trip		61
Jan. 8, 9, 10, 12, 13, 14, 17, 18, 19, 20, 21, 30, 31; Feb. 2, 4, 5, 8, 15, 20; Mar. 1, 3, 5, 1886.	do	Failure one trip each		5 94
Jan. 9, 1886	do	Failure one trip (two pro rata)		96
In first quarter, 1886	do	Failure three trips		33
Feb. 17, 1886	do	Failure one trip (two pro rata)		28
In first quarter, 1886	do	Failure four trips		28
Feb. 2, 13; Mar. 2, 1886	Richford	Failure to connect	$6 50	
-----	-----	For negligence on the part of the company's messenger in failing to dispatch the mail on train No. 1, from Keene, March 10, 1886.	2 00	
-----	-----	For negligence on the part of company's messenger at Franklin, N. H., in failing to dispatch the mail January 5, 1886.	1 00	
Feb. 14, 1886	Albany	Failure to arrive		79 21
-----	-----	Failed to run R. P. O. cars (55 feet) one way, as follows: Over the route between Boston and Springfield (98.63 miles) and Boston and South Framingham (21.21 miles), Feb. 13, 14, 15; and both ways between Boston and Natick (17.43 miles) Feb. 13, 1886.		68 37
-----	-----	Pittsburgh: Failed to connect with depending mails as follows: Train No. 2, Feb. 6, 27; Mar. 21, 23; No. 4, Jan. 17; Feb. 7; Mar. 13, 23; No. 6, Jan. 13, 15, 23, 24; Feb. 2, 6, 11; Mar. 17. At Chicago: Train No. 1, Nov. 7; Dec. 7, 1885; Jan 14, 21, 22; Feb. 2, 3, 4, 5, 19, 27; Mar. 3, 1886; No. 3, Dec. 7, 10, 1885; Jan. 30; Feb. 1, 3, 4, 5, 6, 8; Mar. 3, 1886; No. 5, Nov. 10; Dec. 5, 8, 1885; Jan. 25, 1886; No. 9, Feb. 14, 1886.	1,470 00	
-----	-----	Cleveland: Failed to connect with depending mails as follows: Train No. 1, Mar. 17, 1886; No. 3, Nov. 21, 24, 26, 28, 1885; Jan 5, 13, 15, 22; Feb. 8, 20; Mar. 6, 12, 1886.	109 00	
-----	-----	Cincinnati: Failed to connect with depending mails as follows: Train No. 5, Jan. 4, 6, 7, 8, 9, 10, 11, 12, 13. 15; Feb. 5, 6, 9, 13, 14, 17; Mar. 3, 17; No. 7, Jan. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 24, 25; Feb. 4, 5, 6, 7, 11, 17, 20, 21, 27; Mar. 2, 3 6, 11, 18, 22, 1886. No R. P. O. car on "night line," east bound, between South Charleston and Columbus (36.65 miles) Jan. 10, 1886. Deduct (R. P. O. i.)	307 75	2 51

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 20	21015	Columbus to Indianapolis	Ohio ...	C. St. L. & P. Rwy	$107,850 60	$62 67 51 70 147 74
	21016	Galion to Indianapolis.....	Ohio ...	C. C. C. & I. Rwy.....	36,816 26	50 43 22 06
		STEAMBOAT SERVICE.				
	10097	Washington to Glymount.....	Md	T. Adams.....	2,130 00	3 40
	10097	.....do	Md	.....do	.....	.....
	10097	.....do	Md	.....do	.....	.....
	43086	Cosmopolis to Markham.....	Wash..	H. N. Warren.....	724 00	3 48
	43087	Tacoma to Tacoma	Wash..	J. A. Williams	970 00	4 66
	43095	Port Townsend to Neah Bay ..	Wash..	Hastings & Morgan ..	6,303 65	30 30
	43096	Port Townsend to Sitka	Wash..	C. Goodall	18,102 06	754 25
		STAR SERVICE.				
Apr. 21	137	Farmington to Wist's Mills....	Me	B. W. Beedy.....	273 00	43
	137	.....do	Me	.....do	.....	.....
	137	.....do	Me	.....do	.....	.....
	137	.....do	Me	.....do	.....	.....
	299	Dixmont Centre to Unity	Me	L. Nichols	370 00	59
	299	.....do	Me	.....do	.....	.....
	299	.....do	Me	.....do	.....	.....
	299	.....do	Me	.....do	.....	.....
	299	.....do	Me	.....do	.....	.....
	299	.....do	Me	.....do	.....	.....
	11618	Holston to Hyter's Gap.....	Va.....	G. W. Chambers	92 88	43
	11623	Lebanon to Ratliff	Va	W. F. Hansberger....	385 71	1 23
	11624	Lebanon to Clintwood	Va.....	W. B. Catching	530 00	1 69
	11624	.....do	Va.....	.....do	.....	.....
	11625	Lebanon to Point Truth.....	Va.....	J. H. Darter.....	194 00	62
	11625	...do	Va	.....do	.....	.....
	11639	Big Stone Gap to Slemp	Va.....	J. W. Lipps	136 00	65
	11639	.....do	Va.....	.....do	.....	.....
	11656	Lebanon to Knob.....	Va.....	W. B. Catching.....	296 00	1 42
	11656	.....do	Va.....	.....do	.....	.....
	11656	.....do	Va.....	.....do	.....	.....
	11698	Port Conway to Mathias Point.	Va.....	.....do	310 59	99
	19100	Head of Laurel to Helton.....	Tenn ..	A. Easley	322 98	1 54
	19140	Fullen's to Cedar Creek	Tenn ..	.....do	388 98	1 24
	19140	.....do	Tenn ..	.....do	.....	.....
	19142	Rogersville to Kingsport	Tenn ..	O. W. Hawkins.....	850 00	1 35
	19143	Rogersville to Speer's Ferry...	Tenn ..	G. C. Bradly.....	300 00	1 44
	19144	Rogersville to Jonesville	Tenn ..	J. Lovelace.....	1,004 20	1 60
	19144	.....do	Tenn ..	.....do	.....	.....
	19144	.....do	Tenn ..	.....do	.....	.....
	19144	.....do	Tenn ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Indianapolis: Failed to connect with depending mails as follows: Train No. 1, Jan. 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 17, 21, 23, 26, 29, 30; Feb. 2, 3, 4, 5, 6, 8, 14, 16, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28; Mar. 2, 3, 13; No. 7, Jan. 11, 1886.	$1,097 50	.....
.....	.....	Indianapolis: Failed to connect with depending mails as follows, to wit: No. 3, Jan. 2, 12, 30; Feb. 26; No. 5, Jan. 3, 10, 11, 12, 13; Feb. 5, 12; No. 9, Jan. 12; Feb. 16, 1886.	143 50	.....
Jan. 1886	.....	Failure nine round trips	.....	$119 00
Feb. 1886	.....	Failure seven round trips.		
Mar. 1886	.....	Failure one and a half round trips.		
Feb. 6, 1886	.....	Failure round trip	.....	3 00
				6 96
Mar. 8, 1886	.....	.....do	.....	9 32
Mar. 2, 1886	Port Angeles and Neah Bay.	Failure on 62½ miles	.....	36 89
.....	.....	For not supplying the post-office at Loring, and for neglecting to take the mail from Fort Wrangle to Juneau and Sitka on Mar. 11, 1886.	50 00	.....
Feb. 27; Mar. 1, 2, 3, 1886	Farmington	Failure to arrive	.....	3 87
.....do	....do	Failure to depart		
Feb. 26, 27; Mar. 1, 2 3, 1886.	Wist's Mills	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 1886	....do	Failure to depart		
Jan. 9; Feb. 13, 26, 27; Mar. 1, 2, 3, 31, 1886.	Dixmont Centre	Failure to arrive	10 00	8 56
.....do	....do	Failure to depart		
Jan. 1. 2; Feb. 16, 1886	....do	Failure to connect		
Feb. 26, 27; Mar. 1, 2, 3, 1886.	Unity	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 6, 1886	....do	Failure to depart. (For failing to deliver West Troy mail; kept it at his house from Feb. 26 to Mar. 1.)		
Feb. 25, 1886	....do	Carrier drunk; mail arrived at Unity without carrier.		
Jan. 9, 12; Feb. 20; Mar. 23, 30, 1886.	.....	Failure total	.....	4 30
Jan. 12, 16; Mar. 30, 1866	Lebanon	Failure to arrive and depart	.....	3 69
Jan. 29, 1886	Lebanon	Failure to arrive and depart	.....	10 14
Jan. 5, 12, 16; Feb. 4; Mar. 30, 1886.	Clintwood	Failure to arrive and depart		
Jan. 9, 1886	.....	Failure on 14 miles	.....	1 50
Jan. 12, 1886	.....	Failure on 9 miles		
Jan. 5, 9; Feb. 15; Mar. 30, 1886.	Big Stone Gap	Failure to arrive and depart	.....	5 20
Jan. 12; Feb. 5, 9: Mar. 30, 1886.	Slemp	Failure to arrive and depart		
Jan. 1; Feb. 9, 1886	Lebanon	Failure to connect	.....	4 26
Mar. 30, 1886	....do	Failure to arrive and depart		
Feb. 3, 1886	Knob	Failure to arrive and depart		
Feb. 3, 4, 5, 6, 1886	.....	Failure total	.....	3 96
Jan. 4, 11, 14, 18, 21, 25, 1886	.....	Failure round trips	.....	18 48
Jan. 11, 1886	.....	.....do	.....	2 96
Mar. 30, 1886	.....	Failure on 5 miles		
Jan. 11, 12; Feb. 4, 5, 6; Mar. 30, 31, 1886.	Kingsport	Failure to arrive and depart	.....	9 45
Jan. 4, 11, 1886	.....	Failure on 21 miles	.....	4 17
Jan. 4, 11, 12, 13, 14, 20, 21; Feb. 4, 26; Mar. 27, 1886.	Between Kyles Ford and Jonesville.	Failure on 8 miles	.....	20 54
Jan. 5, 6, 22; Feb. 3; Mar. 22, 23, 29, 30, 31, 1886.	.....	Failure on 12 miles		
Jan. 19, 1886	.....	Failure on 4 miles		
Mar. 31, 1886	R. to K. F	Failure on 2¼ miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	19145	Rogersville to Sneedsville	Tenn	A. Easley	$372 98	$1 19
	19146	Rogersville to Burem's Store	Tenn	J. M. Rowan	149 00	23
	19148	Burem's Store to Falls Branch	Tenn	L. Rowan	193 47	92
	19148	do	Tenn	do		
	19148	do	Tenn	do		
	19148	do	Tenn	do		
	19148	do	Tenn	do		
	19150	Blevins to Estillville	Tenn	J. R. Pigg	300 00	1 44
	19150	do	Tenn	do		
	19150	do	Tenn	do		
	19149	Burem's Store to Margaret	Tenn	L. Rowan	128 38	61
	19152	Sneedsville to Pattonsville	Tenn	A. Easley	282 98	1 35
	19154	Sneedsville to Jonesville	Tenn	W. B. Catching	234 00	75
	19154	do	Tenn	do		
	19154	do	Tenn	do		
	19155	Mulberry Gap to Tazewell	Tenn	J. H. Stanford	291 00	93
	19155	do	Tenn	do		
	19158	Tazewell to Morristown	Tenn	T. G. Faulkner	744 03	1 18
	19158	do	Tenn	do		
	19158	do	Tenn	do		
	19158	do	Tenn	do		
	19158	do	Tenn	do		
	19160	Whitesburgh to Sneedsville	Tenn	J. C. Trent	794 00	1 26
	19160	do	Tenn	do		
	19160	do	Tenn	do		
	19160	do	Tenn	do		
	19162	Meadowfield to Sneedsville	Tenn	J. Seal	135 39	64
	19162	do	Tenn	do		
	19164	Rutledge to Morristown	Tenn	J. F. Biddle	358 00	57
	19164	do	Tenn	do		
	19164	do	Tenn	do		
	19165	Rutledge to Rogersville	Tenn	W. B. Catching	460 00	1 47
	19165	do	Tenn	do		
	19166	Rutledge to New Market	Tenn	do	225 00	72
	19166	do	Tenn	do		
	19167	May Spring to Talbot	Tenn	S, M. Tate	112 50	35
	19167	do	Tenn	do		
	19167	do	Tenn	do		
	19171	Dandridge to Emmert's Cove	Tenn	A. Easley	262 98	1 26
	19171	do	Tenn	do		
	19171	do	Tenn	do		
	19171	do	Tenn	do		
	19173	Dandridge to Newport	Tenn	do	142 98	68
	19173	do	Tenn	do		
	19177	Cosby to Catlinburgh	Tenn	do	122 98	1 18
	19177	do	Tenn	do		
	19177	do	Tenn	do		
	19178	Sutton to Big Creek	Tenn	do	142 98	68
	19179	Big Creek to Cedar Creek	Tenn	do	138 98	66
	19179	do	Tenn	do		
	19179	do	Tenn	do		
	19179	do	Tenn	do		
	19179	do	Tenn	do		
	19180	Big Creek to Spring Creek	Tenn	do	192 98	61
	19180	do	Tenn	do		
	19180	do	Tenn	do		
	19180	do	Tenn	do		
	19181	Rankin Depot to Rankin Depot	Tenn	J. Lovelace	171 00	82
	19182	Sevierville to Newport	Tenn	W. L. McAndrews	312 00	1 00
	19182	do	Tenn	do		
	19182	do	Tenn	do		
	19182	do	Tenn	do		
	19182	do	Tenn	do		
	19183	Sevierville to Catlinburgh	Tenn	R. Conner	154 50	49
	19183	do	Tenn	do		
	19184	Sevierville to Dandridge	Tenn	J. Ogle	372 00	1 19
	19184	do	Tenn	do		
	19184	do	Tenn	do		
	19184	do	Tenn	do		
	19184	do	Tenn	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 30, 31, 1886	.....	Failure on 21½ miles	.....	$2 13
Jan. 5, 12, 25; Feb. 27; Mar. 31, 1886.	.....	Failure round trips	.....	3 45
Jan. 15; Mar. 30, 1886	.....	Failure 1½ round trips	.....	
Feb. 5, 1886	.....	Failure on 23¼ miles	.....	
Jan. 9, 1886	Burem's Store	Failure to arrive	.....	6 60
Jan. 12, 1886	Falls Branch	Failure to arrive	.....	
Jan. 13, 1896	....do	Failure to depart	.....	
Mar. 30, 31, 1886	.....	Failure round trip	.....	
Feb. 5, 1886	Estillville	Failure to arrive	.....	4 32
Feb. 16, 1886	....do	Failure to depart	.....	
Jan. 11, 14, 1886	.....	Failure round trip	.....	2 44
Jan. 12; Mar. 31, 1886	.....	Failure round trip	.....	5 40
Jan. 5, 7, 12, 19, 21, 23, 28, 30; Feb. 11, 13, 27; Mar. 23, 27, 1886.	.....	Failure on 5 miles	.....	8 30
Jan. 9, 1886	.....	Failure on 12 miles		
Mar. 30, 1886	.....	Failure round trip		
Jan. 11, 1886	.....	Failure on 12 miles	.....	2 87
Feb. 5; Mar. 31, 1886	Tazewell	Failure to arrive and depart		
Jan. 11, 12, 13, 1886	.....	Failure on 16 miles		
Jan. 16, 18, 20; Feb. 5, 1886	.....	Failure on 6½ miles		
Mar. 22, 29, 1886	.....	Failure on 5 miles	.....	9 90
Mar. 27, 1886	.....	Failure on 4 miles		
Mar. 30, 31, 1836	.....	Failure on 21 miles		
Jan. 11, 12, 1886	.....	Failure on 19¼ miles		
Jan. 4, 9; Feb. 3, 1886	.....	Failure round trip		
Mar. 30, 1886	.....	Failure on 21¼ miles	.....	15 00
Mar. 31, 1886	.....	Failure on 20¾ miles		
Jan. 9, 11, 16, 1886	.....	Failure on 6 miles	.....	3 28
Mar. 22, 1886	.....	Failure round trip		
Jan. 5, 11, 19, 20; Feb. 5; Mar. 31, 1886.	.....	Failure on 8½ miles		
Jan. 12, 13, 1886	.....	Failure round trip	.....	6 19
Jan. 14, 1886	Rutledge	Failure to arrive		
Mar. 31, 1886	....do	Failure to depart	.....	1 47
.....do	Rogersville	Failure to arrive		
Jan. 11, 13, 20, 1886	.....	Failure on 5½ miles	.....	2 23
Mar. 30, 1886	.....	Failure on 7½ miles		
Jan. 9, 12, 16; Feb. 6, 1886	May Spring	Failure to arrive and depart		
Jan. 5; Mar. 23, 25, 27, 1886	Talbot	.....do	.....	3 50
Mar. 30, 1886	.....	Failure round trip		
Jan. 15, 18, 1886	.....	Failure on 6 miles		
Jan. 11, 1886	.....	Failure round trip		
Jan. 9; Feb. 6, 13; Mar. 30, 13, 29, 1886.	Dandridge	Failure to depart	.....	9 88
Jan. 22; Feb. 5, 12; Mar. 12, 1886.	....do	Failure to arrive		
Jan. 6, 13, 16, 20; Feb. 6; Mar. 27, 31, 1886.	.....	Failure on 3½ miles	.....	3 65
Feb. 20, 1886	.....	Failure round trip		
Jan. 16, 1886	.....	Failure on 17¾ miles		
Jan. 9, 1886	.....	Failure round trip	.....	4 98
Mar. 20, 1886	.....	Failure on 6¾ miles		
Mar. 31, 1886	.....	Failure round trip	.....	1 36
Jan. 5, 12, 16, 19, 23, 26, 1886	.....	Failure on 1¼ miles		
Feb. 20, 27; Mar. 2, 1886	.....	Failure on ¼ mile	.....	2 35
Jan. 9, 1886	.....	Failure on 11 miles		
Mar. 30, 1886	Big Creek	Failure to arrive and depart		
Jan. 8, 1886	....do	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart	.....	2 44
Jan. 11, 1886	Spring Creek	Failure to arrive and depart		
Mar. 31, 1886	....do	Failure round trip		
Jan. 5, 12, 14; Mar. 30, 1886	.....	.....do	.....	6 56
Jan. 11; Mar. 30, 1886	.....	.....do		
Jan. 16 to 18, 1886	.....	Failure on 22½ miles		
Mar. 29, 1886	Sevierville	Failure to arrive	.....	7 33
Mar. 14, 1886	Newport	.....do		
Mar. 15, 1886	....do	Failure to depart		
Jan. 12; Mar. 30, 1886	.....	Failure round trip	.....	2 90
Jan. 16, 1886	.....	Failure on 13¼ miles		
Jan. 4, 5, 9 to 10, 12 to 14, 16 to 18, 1886	.....	Failure round trips		
Feb. 5, 6, 1886	.....	Failure on 22 miles		
Jan. 19, 21, 1886	Sevierville	Failure to arrive	.....	15 55
Jan. 20, 22; Mar. 31, 1886	....do	Failure to depart		
Jan. 19, 1886	Dandridge	.....do		
Mar. 31, 1886	....do	Failure to arrive		

Fines imposed on contractors and deduction made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	19185	Sevierville to Tuckaleechee Cove.	Tenn ..	C. C. Yett	$349 70	$1 11
	19185	.....do	Tenn ..	.....do	.....	.....
	19185	.....do	Tenn ..	.....do	.....	.....
	19155	.....do	Tenn ..	.....do	.....	.....
	19185	.....do	Tenn ..	.....do	.....	.....
	19187	Henry's Cross Roads to Strawberry Plains.	Tenn ..	A. Easley	214 98	68
	19187	.....do	Tenn ..	.....do	.....	.....
	19190	Knoxville to Sevierville	Tenn ..	S. Roben	798 75	1 27
	19190	.....do	Tenn ..	.....do	.....	.....
	19190	.....do	Tenn ..	.....do	.....	.....
	19191	Knoxville to Thorn Gap	Tenn ..	W. T. Hansberger....	534 38	85
	19191	.....do	Tenn ..	.....do	.....	.....
	19191	.....do	Tenn ..	.....do	.....	.....
	19192	Knoxville to Gamble's Store ..	Tenn ..	Henry & McNabb ..	156 00	50
	19192	.....do	Tenn ..	.....do	.....	.....
	19193	Knoxville to Oliver Springs....	Tenn ..	D. Cawood	1,093 00	1 73
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	19193	.....do	Tenn ..	.....do	.....	.....
	18323	Monticello to Columbia	Miss...	J. J. Campbell	350 00	1 68
	18323	.....do	Miss...	.....do	.....	.....
	18324	Williamsburgh to Ellisville Depot.	Miss...	S. A. Halcomb.....	397 00	1 90
	18324	.....do	Miss...	..... do	.....	.....
	18324	.....do	Miss...	.....do	.....	.....
	18325	Williamsburgh to Raleigh	Miss...	J. J. Campbell.....	499 00	2 39
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18325	.....do	Miss...	.....do	.....	.....
	18327	Williamsburgh to Westville...	Miss...	.....do	390 00	1 87
	18328	Williamsburgh to Monticello ..	Miss...	J. B. Reid	590 00	1 89
	18330	Waynesborough to Progression.	Miss...	P. R. Schnebly	193 00	92
	18334	Liberty to Woodville	Miss...	.....do	1,281 63	2 04
	18331	..... do	Miss...	.....do	.....	.....
	18334	.....do	Miss...	.....do	.....	.....
	18336	Magnolia to Liberty	Miss...	J. A. Craft	960 00	1 53
	18340	Augusta to Leakesville.....	Miss...	C. A. Bradley	219 00	2 10
	18340	.....do	Miss...	.....do	.....	.....
	18341	Augusta to Ellisville Depot....	Miss...	J. J. Campbell.....	340 00	1 63
	18341	.....do	Miss...	.....do	.....	.....
	18347	Stonewall to Ramsey	Miss...	.....do	108 00	1 03
	18349	Moss Point to Leakesville.....	Miss...	J. B. Colegrove	1,030 00	4 94
	18349	.....do	Miss...	.....do	.....	.....
	18260	Fayette to Union Church.....	Miss...	J. D. Emerson.....	444 00	1 42
	18363	Jackson to Westville	Miss...	C. C. Morse.	770 00	2 46
	18363	.....do	Miss...	.....do	.....	.....
	18363	.....do	Miss...	.....do	.....	.....
	18363	.....do	Miss...	..... do	.....	.....
	18368	Macon to Warsaw	Miss...	J. D. Emerson	641 46	2 05
	18368	.....do	Miss...	.....do	.....	.....
	18368	.....do	Miss...	.....do	.....	.....
	18371	Okolona to Houston	Miss...	C. C. Morse	643 00	1 02
	18371	.....do	Miss...	.....do	.....	.....
	18371	.....do	Miss..	.....do	.....	.....
	18371	.....do	Miss...	.....do	.....	.....
	18371	.....do	Miss...	.....do	.....	.....
	18374	Saltillo to Wallerville.....	Miss...	.....do	439 42	1 40
	18376	Smith's Mills to Charleston....	Miss...	J. A. Craft	488 00	2 34
	18376	.....do	Miss...	.....do	.....	.....
	18376	.....do	Miss...	.....do	.....	.....
	18376	.....do	Miss...	.....do	.....	.....
	21333	Maysville to Jerome.....	Ohio...	J. R. Tupper.....	261 00	83
	21340	Ashley to Kingston	Ohio...	.....do	515 36	82
	21340	.....do	Ohio...	.....do	.....	.....
	21340	.....do	Ohio...	.....do	.....	.....
	21340	.....do	Ohio...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 1886	.....	Failure on 3 miles		
Jan. 11, 13, 15, 1886	.....	Failure round trips		
Feb. 5; Mar. 31, 1886	Tuckeleechee Cove	Failure to arrive	.....	$9 67
Feb. 6; Mar. 30, 1886	....do	Failure to depart		
Mar. 31, 1886	Sevierville	.....do		
Mar. 10, 1886	.....	Failure on 7½ miles		
Mar. 31, 1886	Strawberry Plains	Failure to arrive and depart	.....	1 13
Mar. 30, 31, 1886	.....	Failure round trips		
Jan. 4, 9, 1886	Sevierville	Failure to arrive and depart	.....	8 25
Mar. 27, 1886	....do	Failure to arrive		
Jan. 9, 11, 12; Feb. 2, 5, 1886	.....	Failure on 11 miles		
Mar. 31, 1886	.....	Failure round trip	.....	8 78
Feb. 20, 1886	Thorn Gap	Failure to arrive and depart		
Mar. 31, 1886	.....	Failure round trip		
Jan. 11, 1886	Gamble's Store	Failure to arrive and depart	.....	1 50
Jan. 9, 1886	.....	Failure on 27½ miles		
Feb. 25; Jan. 12; Mar. 22, 29, 1886.	.....	Failure on 30 miles		
Jan. 16, 1886	.....	Failure on 22½ miles		
Jan. 11, 21; Feb. 12, 1886	.....	Failure on 13¾ miles	.....	41 21
Jan. 13, 14, 15, 18, 19, 1886	.....	Failure on 6¼ miles		
Feb. 3, 13, 1886	.....	Failure on 16¼ miles		
Feb. 6, 1886	.....	Failure on 5¼ miles		
Feb. 5; Mar. 30, 31, 1886	.....	Failure round trip		
Jan. 11, 1886	Monticello	Failure on 19 miles	.....	4 14
Jan. 14, 1886	.....	Failure on 18 miles		
Mar. 31, 1886	Williamsburgh	Failure to arrive		
Mar. 30, 1886	Ellisville Depot	.....do	.....	2 85
Mar. 31, 1886	....do	Failure to depart		
Jan. 8, 12, 1886	Williamsburgh	Failure to arrive and depart		
Jan. 18, 1886	.....	Failure on 28 miles		
Mar. 30, 1886	....do	Failure to arrive and depart	.....	16 84
Jan. 11, 1886	Raleigh	Failure to depart		
Jan. 13, 20; Mar. 31, 1886	....do	Failure to arrive		
Mar. 3, 1886	....do	Failure on 17 miles		
Jan. 8, 1886	.....	Failure total	.....	3 74
Mar. 29, 1886	Monticello	Wet mail	$1 00	.....
Jan. 9, 1885	.....	Failure on 12 miles	.....	1 38
Jan. 8, 1886	Liberty	Failure on 18 miles	.....	6 38
Feb. 13, 1886	.....	Failure on 12 miles		
Mar. 3, 5, 1886	.....	.....do		
Jan. 8; Mar. 5, 1886	.....	Failure on 7½ miles	.....	2 04
Jan. 6, 13, 20, 27; Feb. 3, 10, 17; Mar. 3, 10, 17, 1885.	Leakesville	Failure on 8 miles	.....	12 13
Mar. 31, 1886	....do	Failure on 24 miles		
Jan. 5, 1886	Ellisville Depot	Failure on 7½ miles	.....	2 76
Mar. 30, 1886	.....	Failure on 17½ miles		
Jan. 15; Mar. 5, 1886	Ramsey	Failure on 8 miles	.....	2 19
Jan. 7, 11, 14, 1886	Leakesville	Failure to arrive	.....	14 32
Jan. 8, 12, 15, 1886	....do	Failure to depart		
Mar. 3, 1886	.....	Failure total	.....	2 84
Feb. 12, 1886	Westville	Failure to arrive		
Feb. 13, 1886	....do	Failure to depart	.....	9 84
Mar. 3, 19, 29, 1886	....do	Failure to arrive		
Mar. 4, 20, 30, 1886	....do	Failure to depart		
Mar. 26, 1886	Warsaw	Failure to arrive		
Mar. 27, 1886	....do	Failure to depart	.....	5 27
Mar. 29, 1886	....do	Failure on 22 miles		
Jan. 8, 25, 1886	Okolona	Failure to depart		
Jan. 9, 25, 1886	....do	Failure to arrive		
Jan. 8, 25, 1886	Houston	.....do	1 00	4 08
Jan. 9, 25, 1886	....do	Failure to depart		
Jan. 2, 1886	.....	Wet paper mail		
..... do	Wallerville	Failure on 14 miles	.....	1 70
Jan. 2, 9, 26; Mar. 2, 30, 1886	Smith's Mills	Failure to arrive		
Jan. 4, 8, 25; Mar. 1, 30, 1886	....do	Failure to depart	.....	25 74
Jan. 4, 8, 11, 25; Mar. 1, 29, 1886	Charleston	Failure to arrive		
Jan. 5, 9, 12, 26; Mar. 2, 27, 1886	....do	Failure to depart		
Jan. 9; Feb. 16, 1886	.....	Failure round trips	.....	3 32
Jan. 9, 1886	Ashley	Failure to arrive		
Feb. 15, 17, 1886	....do	Failure to depart		
Jan. 9; Feb. 15, 17, 1886	Kingston	Failure to arrive	.....	4 51
Jan. 16, 18, 19, 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	21353	Woodview to Mount Gilead ...	Ohio ...	C. W. Underwood.....	$230 00	$0 73
	21371	Norwalk to Steuben	Ohio ...	J. R. Tupper.....	391 00	62
	21371	.....do	Ohio ...	.....do	.....	.....
	21371	.....do	Ohio ...	.....do	.....	.....
	21371	.....do	Ohio ...	.....do	.....	.....
	21371	.....do	Ohio ...	.....do	.....	.....
	21371	.....do	Ohio ...	.....do	.....	.....
	21388	Gallia Furnace to Arabia	Ohio ...	D. Jones	210 91	67
	21392	Jackson to Richmond.....	Ohio ...	L. E. Chappel	294 00	94
	21392	.....do	Ohio ...	.....do	.....	.....
	21392	.....do	Ohio ...	.....do	.....	.....
	21392	.....do	Ohio ...	.....do	.....	.....
	21393	Gallipolis to Proctorville.....	Ohio ...	J. G. Day	396 00	1 90
	21394	Thurman to Sand Fork	Ohio ...	J. R. Tupper.....	248 00	79
	21399	Rio Grande to Sherritts.....	Ohio ...	J. Worthington.....	400 00	1 28
	21400	Ironton to Gallipolis.....	Ohio ...	C. W. Underwood.....	750 00	2 40
	21402	Bradrick to Greasy Ridge	Ohio ...	F. Hayes	149 75	72
	21402	.....do	Ohio ...	.....do	.....	.....
	21412	New Plymouth to Vigo.....	Ohio ...	J. R. Tupper.....	499 00	1 59
	21416	Logan to Swan	Ohio ...	.....do	224 00	71
	21418	Circleville to Five Points to Deer Creek.	Ohio ...	Thomas & Plummer ..	344 00 40 47	54 12
	21418	.....do	Ohio ...	.....do	.....	.....
	21455	Blue Rock to Bristol.....	Ohio ...	J. R. Tupper.....	323 93	1 03
	21462	Coshocton to Newcastle	Ohio ...	.....do	742 00	1 18
	21476	Galion to Shanks	Ohio ...	.....do	348 25	55
	26171	Oak Ridge to Minneapolis City	Minn ..	B. W. Beedy	250 50	80
	26171	.....do	Minn ..	.....do	.....	.....
	26173	Elgin to Zumbro Falls to Hammond.	Minn ..	.....do	299 00 280 31	1 43 1 34
	26173	.....do	Minn ..	.....do	.....	.....
	26173	.....do	Minn ..	.....do	.....	.....
	26173	.....do	Minn ..	.....do	.....	.....
	26173	.....do	Minn ..	.....do	.....	.....
	26175	Wabasha to Plainview.....	Minn ..	L. H. Warren	750 00	1 19
	26175	.....do	Minn ..	.....do	.....	.....
	26175	.....do	Minn ..	.....do	.....	.....
	26175	.....do	Minn ..	.....do	.....	.....
	26175	.....do	Minn ..	.....do	.....	.....
	26175	.....do	Minn ..	.....do	.....	.....
	26177	Mazeppa to Lake City.....	Minn ..	B. W. Beedy	287 00	1 37
	26177	.....do	Minn ..	.....do	.....	.....
	26177	.....do	Minn ..	.....do	.....	.....
	26177	.....do	Minn ..	.....do	.....	.....
	26177	.....do	Minn ..	.....do	.....	.....
	26179	Zumbrota to Red Wing.....	Minn ..	B. C. Grover	386 00	1 23
	26179	.....do	Minn ..	.....do	.....	.....
	26179	.....do	Minn ..	.....do	.....	.....
	26179	.....do	Minn ..	.....do	.....	.....
	26180	Zumbrota to Zumbrota	Minn ..	B. W. Beedy	334 50	1 07
	26180	.....do	Minn ..	.....do	.....	.....
	26180	.....do	Minn ..	.....do	.....	.....
	26180	.....do	Minn ..	.....do	.....	.....
	26185	Kenyon to Red Wing.....	Minn ..	F. W. Zimmerman	735 67	2 35
	26185	.....do	Minn ..	.....do	.....	.....
	26185	.....do	Minn ..	.....do	.....	.....
	26185	.....do	Minn ..	.....do	.....	.....
	26185	.....do	Minn ..	.....do	.....	.....
	26185	.....no	Minn ..	.....do	.....	.....
	26185	.....do	Minn ..	..... do	.....	.....
	26185	.....do	Minn ..	.....do	.....	.....
	26187	Faribault to Rochester	Minn ..	B. W. Beedy	1,277 00	4 08
	26187	.....do	Minn ..	.....do	.....	.....
	26187	.....do	Minn ..	.....do	.....	.....
	26187	.....do	Minn ..	.....do	.....	.....
	26190	Shieldsville to Faribault	Minn ..	.....do	167 00	80
	26190	.....do	Minn ..	.....do	.....	.....
	26191	Park to Waterville; Madison Lake to Waterville.	Minn ..	Z. T. Carpenter	642 13 631 77	1 02 1 00
	26191	.....do	Minn ..	.....do	.....	.....
	26191	.....do	Minn ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 16, 1886	.....	Failure round trip	.....	$1 46
Jan. 1, 1886	.....	....do		
Feb. 16, 18, 27; Mar. 17, 24, 1886	Norwalk	Failure to arrive		
Feb. 15, 17, 26; Mar. 17, 24, 1886	....do	Failure to depart	.....	7 44
Feb. 16, 25, 1886	Steuben	Failure to arrive and depart		
Mar. 15, 17, 26, 1886	....do	Failure to arrive		
Mar. 16, 18, 27, 1886	....do	Failure to depart		
Jan. 12, 1886	.....	Failure round trip	.....	1 34
.....do	.....	.....do		
Jan. 9, 1886	.....	Failure on 12 miles	.....	4 17
Feb. 4, 20, 1886	.....	Failure on 5 miles		
Jan. 9, 1886	.....	Failure on 12½ miles	.....	1 30
Jan. 12, 1886	.....	Failure round trip	.....	1 58
Jan. 11, 13; Mar. 31, 1886	.....	Failure on 11 miles	.....	3 52
Jan. 11, 1886	Gallipolis	Failure to arrive and depart	.....	2 40
Jan. 9, 1886	.....	Failure round trip	.....	2 16
Jan. 12, 1886	Bradrick	Failure to arrive and depart		
Jan. 11, 1886	.....	Failure round trip	.....	3 18
Jan. 9, 12, 1886	.....	Failure round trips	.....	2 82
.....do	Circleville to Five Points.	Failure to perform service one way.		
Jan. 11, 1886	....do	Failure to perform service both ways, 17 miles, 6 times a week service.	.....	1 08
Jan. 9, 1886	.....	Failure on 15¼ miles	.....	1 72
Jan. 11, 1886	.....	Failure on 20 miles	.....	2 05
Jan. 6, 11; Feb. 15, 16; Mar. 17, 18, 23, 1886.	.....	Failure round trips	.....	6 60
Jan. 5, 9, 1886	.....	Failure total	.....	4 64
Jan. 16, 1886	.....	Failure on 9 miles		
Jan. 9, 16, 23, 1886	Elgin	Failure to depart		
Jan. 6, 1886	..do	Failure to arrive	.....	13 67
Mar. 20, 1886	.....	Failure on 11¾ miles		
Jan. 6, 9, 16, 23, 1886	Zumbro Falls	Failure to arrive and depart		
Jan. 20, 1886	....do	Failure on 9 miles		
Jan. 4, 5, 7, 8, 9, 11, 13, 16, 18, 22, 23, 25, 1886.	Wabasha	Failure to arrive		
Jan. 4, 5, 6, 8, 9, 11, 12, 16, 18, 19, 22, 23, 25, 1886.	....do	Failure to depart		
Jan. 29, 1886	....do	Failure on 21 miles		
Mar. 25, 1886	....do	Failure to depart	.....	33 80
Mar. 26, 1886	....do	Failure to arrive		
Jan. 4, 5, 6, 8, 9, 11, 12, 16, 18, 22, 23, 25; Mar. 25, 1886.	Plainview	.....do		
Jan. 4, 5, 7, 8, 9, 11, 13, 16, 18, 22, 23, 25; Mar. 26, 1886.	....do	Failure to depart		
Jan. 6, 1886	.....	Failure on 10 miles		
Jan. 9, 1886	.....	Failure on 17 miles		
Jan. 16, 1886	.....	Failure on 14 miles	.....	8 90
Jan. 20, 1886	.....	Failure on 4 miles		
Jan. 23, 1886	.....	Failure total		
Jan. 4, 1886	.....	Failure on 19½ miles		
Jan. 8, 1886	.....	Failure on 18½ miles		
Jan. 11, 1886	.....	Failure on 16½ miles	.....	8 63
Jan. 22, 1886	.....	Failure total		
Jan. 6, 7; Mar. 20, 1886	.....	Failure round trip		
Jan. 9, 1886	.....	Failure on 12 miles		
Jan. 12, 1886	.....	Failure on 11 miles	.....	11 00
Jan. 19, 1886	.....	Failure on 7 miles		
Jan. 4, 11, 15, 22; Mar, 26, 1886.	Kenyon	Failure to arrive		
Jan. 5, 12, 16, 23; Mar. 27, 1886.	....do	Failure to depart		
Jan. 6, 7, 1886	.....	Failure on 26 miles		
Jan. 8, 9, 1886	.....	Failure on 28 miles		
Jan. 18, 19, 1886	.....	Failure on 25 miles	.....	34 75
Jan. 25, 26, 1886	.....	Failure on 27 miles		
Jan. 5, 12, 16; Mar. 27, 1886	Red Wing	Failure to arrive		
Jan. 4, 13, 22; Mar. 26, 1886	....do	Failure to depart		
Jan. 7, 9, 12, 14, 1886	Faribault	Failure to arrive		
Jan. 8, 11, 13, 18, 1886	....do	Failure to depart		
Jan. 5, 7, 9, 12, 19, 23, 1886	Rochester	Failure to arrive	.....	40 80
Jan. 6, 8, 11, 13, 18, 22, 1886	....do	Failure to depart		
Jan. 1; Feb. 23; Mar. 23, 1886.	Shieldsville	Failure to arrive and depart	.....	3 20
Jan. 1, 1886	Faribault	.....do		
Dec. 1, 1885, to Feb. 14, 1886	Park to Madison	Failure on ¼ mile		
Jan. 8, 1886	.....	Failure on 3 miles	.....	8 56
Jan. 4, 9, 22, 1886	.....	Failure on 15¼ miles		

Fines imposed on contractors and deductions made

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	26194	Marysburgh to Saint Peter....	Minn ..	T. Ily	$125 00	$0 60
	26195	Le Sueur to Waterville	Minn ..	J. W. Brown	624 00	99
	26199	Bernadotte to Nicollet.....	Minn ..	A. H. Sanborn	262 00	1 25
	28492	Fisher to New Madrid.....	Mo	N. S. Morgan	639 16	78
						62
	28492	.....do	Mo	.....do	.....	.....
	28493	Gayoso to Corington.....	Mo	J. B. Colegrove	169 00	1 62
	28494	Kennett to Hornersville	Mo	J. A. Craft.....	274 00	87
	28495	Kennett to Malden	Mo	R. Ritter.....	471 34	75
	28495	.....do	Mo	.....do	.....	.....
	28500	Lutesville to Greenville	Mo	W. A. Brewer.....	298 00	1 43
	28500	.....do	Mo	.....do	.....	.....
	28500	.....do	Mo	.....do	.....	.....
	28505	Des Arc to Fredericktown.....	Mo	H. H. Brewington.....	338 00	1 62
	28505	.....do	Mo	.....do	.....	.....
	28505	.....do	Mo	.....do	.....	.....
	28505	.....do	Mo	.....do	.....	.....
	28515	Licking to Salem	Mo	L. G. Gentry	328 00	1 57
	28518	Centreville to Annapolis.....	Mo	G. D. Jackson.....	519 00	62
	28518	.....do	Mo	.....do	.....	.....
	28518	.....do	Mo	.....do	.....	.....
	28518	.....do	Mo	.....do	.....	.....
	28518	.....do	Mo	.....do	.....	.....
	28526	Doniphan to Alton.....	Mo	W. F. Hansburger	407 00	89
						1 21
	28526	.....do	Mo	.....do	.....	.....
	28530	West Plains to Mtn. Home....	Mo	J. A. Craft.....	1,489 00	2 37
	28530	.....do	Mo	.....do	.....	.....
	28530	.....do	Mo	.....do	.....	.....
	28530	.....do	Mo	.....do	.....	.....
	28530	.....do	Mo	.....do	.....	.....
	28539	Houstan to Lebanon.....	Mo	E. J. Milton.....	697 11	1 11
						1 49
	28539	.....do	Mo	.....do	.....	.....
	28542	Stoutland to Wäynesville.....	Mo	W. N. Gibbs.....	343 00	1 09
	28545	Ava to Mountain Home.....	Mo ...	T. I. Hicks.....	937 48	3 00
	28548	Mansfield to Hartville.....	Mo	E. J. Milton.....	379 38	60
	28552	Plato to Hartville.....	Mo	W. S. Prock.....	119 00	1 14
	28555	Robertson's Mill to Galena....	Mo	E. J. Melton.....	236 00	1 14
	28556	Galena to Marionville.....	Mo	.....do	394 00	62
	28558	Forsyth to Protem.....	Mo	.....do	294 00	1 41
	28558	.....do	Mo	.....do	.....	.....
	28558	.....do	Mo	.....do	.....	.....
	31418	Pittsborough to Coffeeville....	Tex...	C. N. Snodgrass.....	317 00	1 01
	31444	Palestine to Bethel.....	Tex....	A. E. Boone.....	287 00	1 37
	31656	Brownwood to Senterfit	Tex....	J. D. Colegrove.....	1,972 62	3 14
	31656	.....do	Tex....	.....do	.....	.....
	31464	Henderson to Carthage.....	Tex....	B. Magoffin.....	560 00	1 79
	31466	Henderson to New Salem.....	Tex....	.....do	248 89	1 19
	31474	Carthage to Center.....	Tex....	J. L. Cleveland.....	1,185 00	1 88
	31474	.....do	Tex....	.....do	.....	.....
	31474	.....do	Tex....	.....do	.....	.....
	31474	.....do	Tex....	.....do	.....	.....
	31474	.....do	Tex....	.....do	.....	.....
	31474	.....do	Tex....	.....do	.....	.....
	31475	Carthage to Sugar Hill.....	Tex....	P. R. Schnebly.....	226 40	1 08
	31475	.....do	Tex....	.....do	.....	.....
	31480	Center to East Hamilton.....	Tex....	B. Magoffin.....	570 00	1 82
	31480	.....do	Tex....	.....do	.....	.....
	31482	Crockett to Centreville.....	Tex....	B. W. Beedy.....	479 34	2 30
	31482	.....do	Tex....	.....do	.....	.....
	31482	.....do	Tex....	.....do	.....	.....
	31495	Homer to Lufkin.....	Tex....	G. M. Snodgrass.....	237 60	38
	31495	.....do	Tex....	.....do	.....	.....
	31498	Lovelady to Centralia.....	Tex....	.....do	674 38	73
						69
	31498	.....do	Tex....	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886		Failure total		$1 20
Jan. 4, 1886	Waterville	Failure to arrive and depart		1 00
Jan. 8, 1886		Failure total		2 50
Feb. 4, 6, 1886		Failure on 10 miles, tri-weekly.		
Feb. 3, 4, 5, 1886		Failure trips, six times a week service.		6 21
Jan. 9, 1886		Failure to perform service		3 24
Feb. 4, 6, 1886		Failure half trips		1 74
Jan. 8, 9, 1886		....do		
Feb. 4, 5, 1886,		Failure to perform service		3 75
Jan. 1, 2, 4, 5, 11, 12; Feb. 11, 12, 15, 16, 1886.		Failure half trips		
Feb. 4, 5, 1886		Failure on 31½ miles of trip		11 46
Mar. 29, 30, 1886		Failure on 20½ miles of trip		
Jan. 1, 2, 5, 6, 12, 13, 19, 20, 26, 27; Feb. 2, 3, 5, 6, 26, 27, 1886.		Failure 20 miles of trip		
Feb. 12, 13, 1886		Failure to perform service		21 72
Feb. 10; Mar. 27, 31, 1886	Des Arc	Failure to arrive		
Mar. 30, 1886	....do	Failure to depart		
Jan. 11, 12, 1886		Failure to perform service		3 14
Jan. 8, 9, 11, 13, 21, 27: Feb. 2, 4; Mar. 29, 1886.	Annapolis	Failure to arrive		
Jan. 8, 9, 12, 14, 21, 18; Feb. 3, 5; Mar. 29, 1886.	....do	Failure to depart		
Jan. 8, 9, 12, 14, 21, 28; Feb. 2, 4, 11; Mar. 29, 1886.	Centreville	....do		16 40
Jan. 8, 9, 12, 14, 21, 28; Feb. 3, 5, 11; Mar. 29, 1886.	....do	Failure to arrive		
Feb. 10, 1886		Failure half trip		
Feb. 3, 1886		Failure to perform trip, tri-weekly.		
Feb. 2, 1886		Failure to perform trip, once a week.		4 20
Jan. 8; Feb. 3, 5, 8, 10, 1886	West Plains	Failure to arrive		
Jan. 9; Feb. 4, 6, 9, 11, 1886	....do	Failure to depart		
Jan. 8; Feb. 2, 3, 5, 1886	Mountain Home	Failure to arrive		21 33
Jan. 9; Feb. 3, 4, 6, 1886	....do	Failure to depart		
Feb. 10, 11, 12, 13, 1886		Failure to performs trip tri-weekly.		6 49
Feb. 12, 1886		Failure on 6 miles twice a week		
Feb. 10, 11, 12, 13; Mar. 30, 31, 1886.		Failure on 7 miles of trip		1 99
Feb. 3, 4, 6, 1886		Failure half trips		6 00
Jan. 9, 1886		Failure to perform service		1 20
Jan. 9; Feb. 12, 1886		Failure half trips		2 28
Jan. 9, 27; Feb. 3, 1886		Failure to perform service		6 84
Jan. 9, 15; Feb. 3, 1886		....do		3 72
Jan. 8, 9, 1886		Failure on 24 miles		
Feb. 12, 13, 1886		Failure on 8 miles		4 02
Mar. 30, 31, 1886		....do		
Jan. 8, 1886		Failure total		2 02
Jan. 14; Mar. 1, 1886		....do		5 48
Jan. 8, 18, 1886	Brownwood	Failure to arrive and depart		12 56
Jan. 8, 13, 1886	Senterfit	....do		
Feb. 27, 1886	Carthage	....do		1 79
Jan. 8, 1886		Failure total		2 38
Jan. 2, 1886		Failure on 14 miles		
Jan. 18, 1886		Failure on 22 miles		
Mar. 3, 1886		Failure on 6 miles		
Mar. 4, 1886		Failure on 26 miles		11 28
Mar. 5, 1886		Failure on 10 miles		
Mar. 6, 1886		Failure on 8 miles		
Jan. 1, 8, 12, 1886		Failure total		
Mar. 5, 1886		Failure on $\frac{9}{13}$ of a trip		7 69
Mar. 4, 1886	Centre	Failure to arrive		
Mar. 5, 1886	....do	Failure to depart		1 82
Jan. 8, 1886	Centreville	Failure to arrive		
Jan. 9, 1886	....do	Failure to depart		5 72
Mar. 29, 1886		Failure on 29 miles		
Jan. 20, 1886		Failure total		
Feb. 27, 1886		Failure on $\frac{1}{3}$ of a trip		1 01
Mar. 3, 4, 1886		Failure on 9 miles six times a week service.		
Mar. 3, 5, 1886		Failure on 5¼ miles three times a week service.		2 96

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	31513	Jasper to Hemphill	Tex.	B. W. Beedy	$458 00	$2 20
	31513	do	Tex.	do		
	31513	do	Tex.	do		
	31513	do	Tex.	do		
	31529	Beaumont to Taylor's Bayou	Tex.	G. D. Jackson	249 00	1 19
	31546	Henrietta to Benvanue	Tex.	J. J. Cochran	347 00	1 66
	31563	Graham to Archer	Tex.	V. Boreing	433 00	2 08
	31562	Weatherford to Decatur	Tex.	do	953 09	89
						1 25
	31594	Forth Worth to Springtown	Tex.	G. M. Snodgrass	413 34	1 93
	31607	Morgan to Glen Rose	Tex.	V. Boreing	517 00	82
	31610	Glen Rose to Stephenville	Tex.	G. M. Snodgrass	391 00	1 87
	31612	Hico to Hamilton	Tex.	Messer & Horton	598 00	95
	33194	Smith Centre to Stuart	Kan.	W. H. Smith	193 90	61
	33195	Smith Centre to Riverton	Kan.	do	317 32	1 52
	33195	do	Kan.	do		
	33195	do	Kan.	do		
	33195	do	Kan.	do		
	33196	Smith Centre to Ohio	Kan.	do	435 88	1 39
	33196	do	Kan.	do		
	33197	Smith Centre to Germantown	Kan.	B. Magoffin	190 00	60
	33197	do	Kan.	do		
	33198	Downs to Wilson	Kan.	do	618 88	2 97
	33198	do	Kan.	do		
	33198	do	Kan.	do		
	33198	do	Kan.	do		
	34104	Salem to Middleburgh	Nebr.	C. C. Morse	195 17	62
	34104	do	Nebr.	do		
	34105	Nemaha City to Falls City	Nebr.	J. Cross	414 70	1 32
	34105	do	Nebr.	do		
	34106	Brownville to Phelps City	Nebr.	do	430 00	29
	34107	Howe to Auburn	Nebr.	do	353 57	1 13
	34107	do	Nebr.	do		
	34111	Syracuse to Ashland	Nebr.	T. H. Dunnegan	653 92	2 09
	34111	do	Nebr.	do		
	34111	do	Nebr.	do		
	34111	do	Nebr.	do		
	34112	Syracuse to Beatrice	Nebr.	C. F. Diver	436 44	1 39
	34112	do	Nebr.	do		
	34112	do	Nebr.	do		
	34112	do	Nebr.	do		
	34113	Syracuse to Adams	Nebr.	M. B. Cheney		
	34113	do	Nebr.	do	329 22	1 58
	34115	Plattsmouth to Nebraska City	Nebr.	C. C. Morse		
	34115	do	Nebr.	do	576 52	1 84
	34116	Avoca to Factoryville	Nebr.	W. H. Smith	268 60	85
	34119	Springfield to Springfield	Nebr.	do	325 98	1 04
	34120	Elk City to Omaha	Nebr.	J. R. Tupper	331 00	1 06
	34121	Ashland to North Bend	Nebr.	W. A. Stoddard	1,428 48	1 21
						2 14
	34121	do	Nebr.	do		
	34121	do	Nebr.	do		
	34121	do	Nebr.	do		
	34121	do	Nebr.	do		
	34121	do	Nebr.	do		
	34121	do	Nebr.	do		
	34123	Cedar Bluffs to Wahoo	Nebr.	H. Johnson	232 50	74
	34124	Ceresco to Wahoo	Nebr.	B. Magoffin	510 00	81
	34124	do	Nebr.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 1886	Jasper	Failure to arrive		
Jan. 9, 1886	do	Failure to depart		
Jan. 9; Mar. 13, 1886	Hemphill	Failure to arrive	.....	$6 60
Jan. 8; Mar. 12, 1886	do	Failure to depart		
Jan. 9, 1886		Failure on part of route estimated at 12 miles.	.....	1 43
Jan. 23; Mar. 9, 1886		Failure total	.....	6 64
Mar. 29, 1886		do	.....	4 16
Jan 18, 22, 1886		Failure total on that part of route between Springtown and Decatur three times a week service.	.....	2 50
Feb. 12, 1886		Failure total	.....	3 96
Jan. 8, 1886		do	.....	1 64
Jan. 8, 1886		do	.....	3 74
Jan 8, 1886		do	.....	1 90
Jan. 5, 7, 9, 1886		do	.....	3 66
Jan. 5, 8, 1886	Smith Centre	Failure to arrive		
Jan. 6, 9, 1886	do	Failure to depart	.....	6 08
Jan. 2, 6, 1886	Riverton	Failure to arrive		
Jan. 5, 8, 1886	do	Failure to depart		
Jan. 4, 8, 1886	Smith Centre	Failure to arrive and depart	.....	6 95
Jan. 5, 7, 9, 1886	Ohio	do		
Jan. 7; Feb. 23, 1886	Smith Centre	do	.....	2 40
Jan. 7; Feb. 23, 1886	Germantown	do		
Jan. 2, 9, 13, 23; Feb. 6, 1886	Downs	Failure to arrive		
Jan. 4, 7, 11, 21; Feb. 4, 1886	do	Failure to depart		
Jan. 5, 8, 12, 15, 22, 1886.	Wilson	Failure to arrive and depart	.....	42 18
Feb. 5, 9, 12, 16, 19; Mar. 2, 5, 9, 1886.		Failure on 16 miles		
Jan. 7, 1886		Failure total	.....	3 10
Jan. 5, 9, 23, 1886	Middleburgh	Failure to arrive and depart		
Jan. 9, 1886	Falls City	Failure to arrive	.....	1 32
Jan. 8, 1886	do	Failure to depart		
Jan. 4, 7, 1886		Failure total	.....	2 32
Jan. 6, 8, 1886	Howe	Failure to arrive and depart	.....	3 39
Jan. 8, 1886	Auburn	do		
Jan. 5, 7, 9, 12, 16, 19, 28; Feb. 27; Mar, 2, 1886.	Syracuse	Failure to arrive		
Jan. 6, 13, 16; Mar. 3, 1886	do	Failure to depart		
Jan. 4, 6, 8, 11, 15, 20, 22, 29; Feb. 10; Mar. 1, 5, 10, 1886.	Ashland	Failure to arrive	.....	38 66
Jan. 5, 7, 9, 12, 16, 19, 23, 28; Feb. 11; Mar. 2, 6, 11, 1886.	do	Failure to depart		
Jan. 5, 7, 12, 14, 21, 28; Feb. 11, 18, 1886.	Syracuse	Failure to arrive		
Jan. 4, 8, 11, 15, 22, 29; Feb. 12, 19, 1886.	do	Failure to depart	.....	28 93
Jan. 4, 6, 8, 11, 18, 20, 22; Feb. 10, 17, 1886.	Beatrice	Failure to arrive		
Jan. 5, 7, 9, 12, 19, 21; Feb. 11, 20, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 9, 22, 23, 1886		Failure total	.....	11 06
Feb. 9, 1886		Failure half trip		
Jan. 7, 9, 23; Mar. 20, 1886	Plattsmouth	Failure to arrive and depart	.....	12 88
Jan. 7, 9, 12, 1886	Nebraska City	do		
Jan. 5, 7, 9, 1886		Failure total	.....	5 10
Jan. 5, 7, 9, 23; Mar. 4, 18, 20, 1886.		do	.....	14 56
Jan. 7, 1886	Elk City	Failure to arrive and depart	.....	1 06
Jan. 4, 5, 6, 7, 8, 9, 11, 22, 27, 28, 29, 1886.	Ashland	Failure to arrive and depart six times a week.		
Jan. 4, 5, 7, 8, 9, 11, 1886	Wahoo	do		
Jan. 5, 7, 9, 12, 19, 23, 26, 30; Feb. 2, 9, 16, 1886.	North Bend	Failure to arrive (three times a week service).		
Jan. 4, 6, 8, 11, 13, 20, 25, 29; Feb. 1, 3, 10, 17, 1886.	do	Failure to depart three times a week.	.....	68 72
Jan. 5, 7, 9, 12, 14, 21, 26, 30; Feb. 4, 11, 18, 1886.	Wahoo	Failure to arrive		
Jan. 4, 6, 8, 11, 15, 22, 25, 29; Feb. 5, 12, 19, 1886.	do	Failure to depart three times a week.		
Jan. 4, 1886		Failure total	.....	1 48
Jan. 4, 5, 7, 8, 9, 1886		do	.....	8 91
Jan. 22, 1886		Failure half trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 21	34126	Wahoo to David City	Nebr	B. Magoffin	$426 87	$2 05
	34126	do	Nebr	do		
	34126	do	Nebr	do		
	34126	do	Nebr	do		
	34126	do	Nebr	do		
	34127	Waverly to Palmyra	Nebr	W. H. Smith	299 45	1 43
	34127	do	Nebr	do		
	34128	Nobesville to Lincoln	Nebr	C. C. Morse	198 00	31
	34128	do	Nebr	do		
	34128	do	Nebr	do		
	34128	do	Nebr	do		
	34130	Saltillo to Olive Branch	Nebr	M. B. Cheney	139 28	66
	34130	do	Nebr	do		
	34134	Table Rock to Mayberry	Nebr	do	165 82	79
	34134	do	Nebr	do		
	34138	Plymouth to Fairbury	Nebr	W. H. Smith	561 00	89
	34138	do	Nebr	do		
	34140	Pleasant Hill to Crete	Nebr	J. R. Tupper	234 00	37
	34141	Pleasant Hill to Geneva	Nebr	B. W. Beedy	513 88	2 47
	34141	do	Nebr	do		
	34141	do	Nebr	do		
	34141	do	Nebr	do		
	34143	Friend to Tobias	Nebr	W. H. Smith	195 43	93
	34143	do	Nebr	do		
	34144	Beaver Crossing to Seward	Nebr	do	267 00	85
	34146	Orton to Staplehurst	Nebr	B. W. Beedy	235 56	75
	34146	do	Nebr	do		
	34146	do	Nebr	do		
	34146	do	Nebr	do		
	34147	David City to Linwood	Nebr	M. B. Cheney	306 00	98
	34147	do	Nebr	do		
	34147	do	Nebr	do		
	34150	Ulysses to Clark's	Nebr	do	510 47	2 45
	34150	do	Nebr	do		
		MAIL-MESSENGER SERVICE.				
	66086	Cedarville to railroad	N. Y.	C. M. Caswell	120 00	19
	66474	Rossville to railroad	N. Y.	T. P. Hardy, jr.	149 00	23
		RAILROAD SERVICE.				
	3035	Boston to Providence	Mass	B. & P. Rwy, 1 line 55-foot cars.	10,608 84	14 53
	3035	do	Mass	do	2,200 00	
	3035	do	Mass	do		
	3035	do	Mass	do		
	3035	do	Mass	do		
	3043	Attleborough to Middleborough.	Mass	Old Colony Rwy	940 50	1 50
	3043	do	Mass	do		
	21019	Toledo to Quincy	Ohio	W. St., L. & P. Rwy.,	112,662 68	86 42
				R. P. G. Cars.	23,855 60	154 33
	21019	do	Ohio	do		
	21023	Dayton to Toledo	Ohio	D. & Mch. Rwy	22,558 04	30 90
						11 38
	21024	Hamilton to Indianapolis	Ohio	C. H. & I. Rwy	8,109 19	11 10
						4 85
	21026	Cincinnati to Dayton	Ohio	C. H. & D. Rwy	10,509 66	14 39
						4 57
	21032	Columbus to Pittsburgh	Ohio	P. C. & St. L. Rwy	150,415 87	206 04
						53 41
	26009	Saint Paul to McGregor	Minn	C. M. & St. P. Rwy	25,370 30	40 52
	26009	do	Minn	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 6, 9, 13, 16, 23, 1886	Wahoo	Failure to arrive	.....	$34 45
Jan. 5, 8, 12, 15, 22, 1886	do	Failure to depart		
Jan. 5, 8, 12, 15, 19, 22, 26, 29, 1886.	David City	Failure to arrive		
Jan. 6, 9, 20, 13, 27, 30, 1886	do	Failure to depart		
Feb. 5, 9, 12, 16, 19, 23, 26, 1886		Failure on 10 miles		
Jan. 5, 8, 12, 15, 22, 26, 29; Feb. 9, 12, 1886.	Waverly	Failure to arrive and depart	.....	14 30
Jan. 6, 1886	Palmyra	do		
Jan. 4, 7, 8, 9, 11, 12, 1886	Nobesville	Failure to arrive	.....	2 79
Jan. 4, 7, 8, 12, 1886	do	Failure to depart		
Jan. 4, 7, 8, 1886	Lincoln	Failure to arrive		
Jan. 4, 7, 8, 9, 11, 1886	do	Failure to depart		
Jan. 6, 9; Mar. 3, 1886	Saltillo	Failure to arrive and depart	.....	3 96
Jan. 2, 6; Mar. 3, 1886	Olive Branch	do		
Jan. 2, 5, 9, 19, 1886	Table Rock	do	.....	9 48
Jan. 5, 9, 12, 19, 23, 26, 30; Feb. 2, 1886.	Mayberry	do		
Jan. 4, 7, 8, 9, 1886		Failure total	.....	8 90
Jan. 11, 22, 1886		Failure half trip		
Jan. 4, 5, 7, 8, 9; Mar. 4, 1886		Failure total	.....	4 44
Jan. 6, 9, 23, 1886	Pleasant Hill	Failure to arrive	.....	22 23
Jan. 5, 8, 22, 1886	do	Failure to depart		
Jan. 5, 8, 12, 15, 22; Mar. 5, 1886.	Geneva	Failure to arrive		
Jan. 6, 9, 13, 16, 23; Mar. 6, 1886.	do	Failure to depart		
Jan. 9, 1886		Failure total	.....	2 79
Mar. 20, 1886		Failure half trip		
Jan. 5, 7, 9, 23; Mar. 20, 1886	Seward	Failure to arrive and depart	.....	4 25
Jan. 7, 1886		Failure total	.....	2 62
Jan. 5, 1886		Failure half trip		
Jan. 9, 1886		Failure quarter trip		
Jan. 7, 9; Feb. 11; Mar. 4, 27, 1886.	David City	Failure to arrive	.....	11 27
Jan. 7; Feb. 11, 1886	do	Failure to depart		
Jan. 7, 9, 14, 16, 21; Feb. 13; Mar. 4, 27, 1886.	Linwood	Failure to arrive and depart		
Jan. 9, 23, 1886	Ulysses	do	.....	9 80
Jan. 4, 7, 1886	Clark's	do		
Feb. 26, 1886		Failure 1 trip	.....	19
Jan. 1, 27; Mar. 22, 1886		do	.....	69
Feb. 14, 1886	Boston	Failure to arrive and depart	.....	50 85
Feb. 14, 15, 1886	Providence	do		
Feb. 13, 1886	do	Failure to depart		
Feb. 12, 1886	Over the route	Failed to run R. P. O. car one way.	.....	27 12
Feb. 13, 14, 15, 16, 1886	do	Failed to run R. P. O. car both ways.		
Feb. 13, 15, 16, 17, 18, 19, 20, 1886.	Attleborough	Failure to arrive and depart.	.....	12 00
Feb. 8, 1886	Middleborough	do		
No. 42, Jan. 9, 10, 11, 21; Feb. 7, 12; Mar. 8, 28, 30; No. 44, Feb. 6; Mar. 3, 8, 1886.	Toledo	Failed to connect with depending mails, Nos. 42, 44.	$512 50	.....
Feb. 8, 1886	Between Ivesdale and Decatur, Ill.	No R. P. O. car on train No. 49 (26.8 miles).	.....	1 46
No. 28, Jan. 10, 27; Feb. 3, 1886	Toledo	Failed to connect with depending mails.	46 50	.....
No. 6, Jan. 9; No. 36, Jan. 3, 1886.	Indianapolis	do	5 00	.....
No. 1, Jan. 10, 27; Feb. 17, No. 25, Jan. 4, 9, 30; Feb. 4, 1886.	Cincinnati	do	16 00	.....
No. 2, Jan. 9, 10, 11, 12, 14, 16, 17, 18, 20, 21, 24; Feb. 7, 11, 13, 14, 16, 26; Mar. 15, 16; No. 6, Jan. 9, 10, 11; No. 10, Mar. 17, 1886.	Pittsburgh	do	614 00	.....
Jan. 4, 9, 1886	McGregor	Failure to arrive	.....	81 04
Jan. 5, 9, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of Order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 21	26010	Hastings to Ipswich	Minn	C. M. & St. P. Rwy	$36,009 26	$57 52
	26013	Minneapolis to La Crosse	Minn	do	21,385 50	
		STAR SERVICE				
Apr. 22	300	East Newport to No. Dixmont.	Me	L. Nichols	260 00	41
	300	do	Me	do		
	300	do	Me	do		
	300	do	Me	do		
	300	do	Me	do		
	302	West Pittsfield to Pittsfield	Me	S. C. Lucas	144 00	23
	302	do	Me	do		
	303	Pittsfield to Saint Albans	Me	A. P. Wellcome	313 00	25
	303	do	Me	do		
	303	do	Me	do		
	303	do	Me	do		
	303	do	Me	do		
	303	do	Me	do		
	303	do	Me	do		
	308	Kenduskeag to Carmel	Me	W. A. Stoddard	410 00	65
	308	do	Me	do		
	308	do	Me	do		
	308	do	Me	do		
	309	Kenduskeag to Corinth	Me	L. Nichols	210 00	33
	309	do	Me	do		
	309	do	Me	do		
	309	do	Me	do		
	309	do	Me	do		
	309	do	Me	do		
	310	Exeter to Etna	Me	do	340 00	54
	310	do	Me	do		
	310	do	Me	do		
	310	do	Me	do		
	311	Exeter to Dexter	Me	do	320 00	51
	311	do	Me	do		
	311	do	Me	do		
	313	Dexter to Foxcroft	Me	L. Nichols	340 00	54
	313	do	Me	do		
	313	do	Me	do		
	313	do	Me	do		
	315	Cambridge to Dexter	Me	A. P. Welcome	312 00	49
	315	do	Me	do		
	315	do	Me	do		
	319	Abbott Village to Willimantic	Me	J. R. Harrington	249 00	39
	319	do	Me	do		
	319	do	Me	do		
	319	do	Me	do		
	319	do	Me	do		
	319	do	Me	do		
	321	South Dover to Dover	Me	L. Nichols	140 00	22
	321	do	Me	do		
	321	do	Me	do		
	321	do	Me	do		
	321	do	Me	do		
	323	Sebec to Sebec Station	Me	do	280 00	22
	323	do	Me	do		
	323	do	Me	do		
	323	do	Me	do		
	323	do	Me	do		
	323	do	Me	do		
	325	Medford Centre to Medford	Me	do	80 00	25
	325	do	Me	do		
	325	do	Me	do		
	327	South La Grange to Bradford	Me	J. J. Reeves	199 00	31
	327	do	Me	do		
	327	do	Me	do		
	327	do	Me	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 22, 1886	Hastings	Failure to arrive		$57 52
Jan. 22, 28, 1886	Between Minneapolis and Reeds Landing.	Failed to run 60-foot R. P. O. car one way (79.58 miles).		10 90
Feb. 26, 1886	East Newport	Failure to depart		
Feb. 27; Mar. 2, 1886	....do	Failure to arrive and depart		
Mar. 1, 1886	....do	Failure to arrive		2 67
Feb. 26, 1886	No. Dixmont	....do		
Feb. 27; Mar. 1, 2, 1886	....do	Failure to arrive and depart		
Feb. 26, 27; Mar. 2, 22, 1886	West Pittsfield	....do		1 61
Feb. 26, 27; Mar. 22, 1886	Pittsfield	....do		
Feb. 26, 27; Mar. 1, 2, 3, 1886	....do	Failure to arrive and depart, second trip.		
Feb. 27, 1886	....do	Failure to arrive and depart, first trip.		
Feb. 26, 1886	Saint Albans	Failure to arrive and depart, second trip.		2 50
Feb. 27; Mar. 3, 1886	....do	Failure to arrive and depart, first trip.		
Mar. 2, 1886	....do	Failure to arrive, first trip		
....do	....do	Failure to depart, second trip		
Feb. 27; Mar. 1, 2, 3, 1886	Kenduskeag	Failure to arrive		
Feb. 26; Mar. 1, 2, 3, 1886	....do	Failure to depart		4 87
Feb. 26, 27; Mar. 2, 1886	Carmel	Failure to arrive		
Feb. 27; Mar. 1, 2, 4, 1886	....do	Failure to depart		
Feb. 26, 1886	Kenduskeag	....do		
Feb. 27; Mar. 1, 1886	....do	Failure to arrive and depart		
Mar. 2, 1886	..do	Failure to arrive		2 14
Feb. 26; Mar. 3, 1886	Corinth	....do		
Mar. 4, 1886	....do	Failure to depart		
Feb. 27; Mar. 1, 1886	....do	Failure to arrive and depart		
Feb. 27; Mar. 1, 2, 3, 22, 1886	Exeter	Failure to arrive		
Feb. 27; Mar. 2, 3, 6, 1886	....do	Failure to depart		4 86
Feb. 26, 27; Mar. 1, 3, 4, 1886	Etna	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 1886	....do	Failure to depart		
Feb. 25, 26; Mar. 1, 1886		Failure to perform service		
Jan. 9; Feb. 13; Mar. 3, 4, 22, 1886.		Failure on 3½ miles		5 63
Mar. 2, 1886		Failure on 9 miles		
Feb. 27; Mar. 1, 2, 4, 1886	Dexter	Failure to arrive		
Feb. 26, 27; Mar. 1, 2. 1886	....do	Failure to depart		4 32
Feb. 26, 27; Mar. 1, 2, 1886	Foxcroft	Failure to arrive		
Feb. 27; Mar. 1, 2, 4, 1886	....do	Failure to depart		
Feb. 26, 1886	Cambridge	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	....do	Failure to arrive and depart		4 16
Feb. 26, 27; Mar. 1, 2, 1886	Dexter	....do		
Feb. 26, 1886	Abbott Village	Failure to arrive		
Mar. 1, 1886	....do	Failure to depart		
Feb. 27; Mar. 2 3, 4, 1886	....do	Failure to arrive and depart		3 90
Feb. 26, 1886	Willimantic	Failure to depart		
Mar 1, 1886	....do	Failure to arrive		
Feb. 27; Mar. 2, 3, 4, 1886	....do	Failure to arrive and depart		
Feb. 27; Mar. 1, 2, 3, 1886	South Dover	....do		
Mar. 22, 1886	....do	....do		2 20
Feb. 27; Mar. 1, 2, 3, 1886	Dover	....do		
Mar. 22, 1886	....do	....do		
Feb. 27; Mar. 5, 1886	Sebec	Failure to arrive and depart second trip.		
Mar. 1, 1886	....do	Failure to arrive and depart both trips.		
Mar. 2, 3, 1886	....do	Failure to arrive first trip		
Mar. 2, 1886	....do	Failure to depart second trip		3 19
Feb. 26, 27; Mar. 22, 1886	Sebec Station	Failure to arrive and depart second trip.		
Mar. 1, 3, 1886	....do	Failure to arrive and depart both trips.		
Mar. 2, 5, 1886	....do	Failure to arrive and depart second trips.		
Feb. 13, 27; Mar. 4, 1886	Medford Centre	Failure to arrive and depart		
Feb. 27 to Mar. 4, 1886	Medford	....do		1 37
Feb. 13, 1886	....do	Failure to depart		
Feb. 26, 1886	South La Grange	Failure to arrive		
Feb. 27; Mar. 2, 3, 1886	....do	Failure to arrive and depart		1 80
Feb. 26, 1886	Bradford	Failure to depart		
Feb. 27; Mar. 2, 1886	....do	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 22	332	Burlington to Olamon	Me	L. Nichols	$280 00	$0 44
	332	do	Me	do		
	333	Brewer Village to Bucksport	Me	do	560 00	89
	333	do	Me	do		
	333	do	Me	do		
	333	do	Me	do		
	334	Bucksport to Stockton	Me	do	310 00	49
	334	do	Me	do		
	334	do	Me	do		
	335	Bucksport to Castine	Me	do	530 00	84
	335	do	Me	do		
	335	do	Me	do		
	335	do	Me	do		
	6622	Port Leyders to Old Forge	N. Y.	C. C. Morse	539 00	53 64
	6642	Cranberry Creek to Mills' Corners.	N. Y.	W. A. Buell	339 00	54
	6642	do	N. Y.	do		
	6657	Williamstown to Redfield	N. Y.	C. C. Morse	270 00	43
	6657	do	N. Y.	do		
	6707	Hall's Corners to Branchport	N. Y.	do	383 00	1 24
	6713	Homer to Spofford	N. Y.	J. W. Powers	283 00	45
	6713	do	N. Y.	do		
	6713	do	N. Y.	do		
	6713	do	N. Y.	do		
	6714	Morrisville to Cazenovia	N. Y.	A. D. Magdoll	359 00	08 39
	6715	Macedon to Lincoln	N. Y.	W. F. Costellow	314 00	50
	6721	Moriah Centre to Schroon River.	N. Y.	W. A. Stoddard	270 00	43
	6721	do	N. Y.	do		
	6721	do	N. Y.	do		
	6758	Shirley to North Collins	N. Y.	J. B. Colegrove	99 00	15
	6758	do	N. Y.	do		
	6784	Summer Hill to Cortland C. H.	N. Y.	N. Chipman	155 00	49
	6785	Cincinnatus to Whitney Point.	N. Y.	J. M. Torry	468 00	74
	6785	do	N. Y.	do		
	6785	do	N. Y.	do		
	6785	do	N. Y.	do		
	6805	Horicon to Hague	N. Y.	C. C. Morse	323 00	1 03
	6836	Ithaca to Cayotaville	N. Y.	W. F. Costellow	261 00	83
	6841	Oceanus to Far Rockaway	N. Y.	C. C. Morse	338 00	53
	6895	South Colton to Moody	N. Y.	H. B. Marden	875 00	2 80
	6895	do	N. Y.	do		
	6895	do	N. Y.	do		
	6909	Catline to Horseheads	N. Y.	C. C. Morse	102 00	49
	7536	Fisher's Island to Noack	N. Y.	O. Crossman	361 00	29 27
	12150	Valley Mound to Middleburgh	W. Va.	J. Landes jr	83 00	39
	13176	Plum Tree to Boone	N. C.	M. F. James	379 50	1 21
	13176	do	N. C.	do		
	13176	do	N. C.	do		
	13176	do	N. C.	do		
	13176	do	N. C.	do		
	13176	do	N. C.	do		
	14101	Walhalla to Walhalla	S. C.	A. Easley	182 88	1 75
	14103	Walhalla to Westminster	S. C.	S. D. Castleman	226 00	36
	14103	do	S. C.	do		
	14105	Pickens to Nine Times	S. C.	P. G. Thomas	156 33	50
	14108	Easley to Pendleton	S. C.	J. N. Howard	129 00	62
	14108	do	S. C.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 27; Mar. 1, 1886	.....	Failure to perform service	.....	$1 98
Mar. 2, 1886	Olamon	Failure to arrive		
Feb. 26. 27; Mar. 1, 3, 1886	Brewer Village	....do		
Feb. 27; Mar. 1, 2, 4, 1886	....do	Failure to depart	.....	9 01
Feb. 26; Mar. 1, 2, 4, 22, 1886	Bucksport	Failure to arrive		
Feb. 26, 27; Mar. 2, 3, 22, 1886	....do	Failure to depart		
Feb. 26, 1886	....do	Failure to arrive		
Feb. 27, 1886	....do	Failure to depart and arrive	.....	1 22
.....do	Stockton	Failure to arrive and depart		
.....do	Bucksport	Failure to depart		
Mar. 1, 1886	....do	Failure to arrive	.....	1 68
Feb. 27, 1886	Castine	.....do		
Mar. 1, 1886	....do	Failure to depart		
.....	.....	Service having been suspended by order of the Second Assistant Postmaster-General from January 1 to March 31, on the three times a week part of route.	.....	50 05
Jan. 5, 6, 7, 1886	Cranberry Creek	Failure to arrive and depart	.....	2 16
Jan. 6, 1886	Mills' Corners	.....do		
Jan. 21, 23, 1886	Williamstown	.....do	.....	1 29
Jan. 23, 1886	Redfield	.....do		
Jan. 7, 12, 1886	Hall's Corners	.....do	.....	2 48
Jan. 1; Feb. 27; Mar. 3, 1886	Homer	Failure to arrive		
Jan. 1; Feb. 27; Mar. 2, 1886	....do	Failure to depart	.....	2 25
Feb. 27; Mar. 2, 1886	Spofford	Failure to arrive		
Feb. 27; Mar. 3, 1886	....do	Failure to depart		
Jan. 21; Mar. 3, 1886	Morrisville to Cazenovia.	Failure to perform service 6 times a week service.	.....	1 56
Mar. 3, 1886	.....	Failure to perform service	.....	1 00
Jan. 6, 1886	Moriah Centre	Failure to arrive	.....	1 07
Jan. 6, 8, 1886	Schroon River	.....do		
Jan. 6, 7, 1886	....do	Failure to depart		
Jan. 1, 5, 9; Feb. 12, 15; Mar. 2, 13, 17, 22, 25, 1886.	North Collins	Failure to arrive	(2 p. r.)	1 50
Quarter ended Sept. 30 and Dec. 31, 1885.	.....	The mail on this route having been carried by a postmaster.	.....	49 50
Mar. 2, 1886	.....	Failure to perform service	.....	1 00
Feb. 15; Mar. 23, 31, 1886	Cincinnatus	Failure to arrive	.....	4 07
Feb. 16; Mar. 26, 1886	....do	Failure to depart		
Feb. 16, 27; Mar. 2, 1886	Whitney's Point	Failure to arrive		
Feb. 16, 26; Mar. 2, 1886	....do	Failure to depart		
Feb. 27, 1886	.....	Failure to perform service, 13 miles.	.....	1 56
Jan. 28, 1886	.....	Failure on 9⅜ miles	.....	1 08
Feb. 4, 1886	.....	Failure to perform service	.....	1 06
Jan. 1, 1886	South Colton	Failure to arrive	.....	22 40
Jan. 2, 5, 7, 9, 12; Feb. 9, 12, 25, 27, 1886.	Moody	.....do		
Jan. 5, 12; Feb. 6, 12, 16, 26, 1886.	....do	Failure to depart		
Mar. 23, 1886	.....	Failure to perform service	.....	1 00
Jan. 9; Feb. 4, 27; Mar. 2, 1886.	.....	Failure to perform service 3 times a week.	.....	2 16
.....	.....	Whereas the deduction ordered April 12, 1886, of the sum of $2.34, should have been $3.51, therefore deduct, additional	.....	1 17
Jan. 4, 1886	.....	Failure on 22½ miles	.....	5 81
Jan. 12, 1886	.....	Failure on 31½ miles		
Jan. 9, 1886	Plum Tree	Failure to depart		
Jan. 11, 1886	....do	Failure to arrive		
Jan. 9, 1886	Boone	.....do		
Jan. 11, 1886	....do	Failure to depart		
Feb. 8, 1886	.....	Failure on 23½ miles	.....	2 79
Jan. 9; Mar. 29, 1886	Westminister	Failure to arrive and depart	.....	1 44
.....do	Walhalla	.....do		
Jan. 12, 14, 1886	.....	Failure round trip	.....	2 00
Jan. 9, 1886	.....	Failure on 10 miles	.....	1 92
Jan. 14, 1886	.....	Failure round trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 22	14112	Anderson C. H. to Ruckersville	S. C....	E. T. Clemmons.....	$389 00	$1 87
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14112	.....do.....	S. C....	.....do.....	.....	.....
	14113	Anderson C. H. to Anderson C. H.	S. C....	E. T. Casson.....	491 00	1 57
	14113	.....do.....	S. C....	.....do.....	.....	.....
	14113	.....do.....	S. C....	.....do.....	.....	.....
	14113	.....do.....	S. C....	.....do.....	.....	.....
	14113	.....do.....	S. C....	.....do.....	.....	.....
	14113	.....do.....	S. C....	.....do.....	.....	.....
	14115	Anderson C. H. to Hartwell ...	S. C....	.....do.....	190 00	91
	14116	Williamston to Williamston....	S. C....	.....do.....	230 00	73
	14117	Belton to Laurens C. H.	S. C....	S. D. Castleman	568 00	1 82
	14118	Abbeville to Elberton.....	S. C....	.....do.....	656 00	2 10
	14118	.....do.....	S. C....	.....do.....	.....	.....
	14118	.....do.....	S. C....	.....do.....	.....	.....
	14118	.....do.....	S. C....	.....do.....	.....	.....
	14119	Abbeville to McCormick.....	S. C....	J. J. Horton.....	569 00	1 82
	14119	.....do.....	S. C....	.....do.....	.....	.....
	14119	.....do.....	S. C....	.....do.....	.....	.....
	14119	.....do.....	S. C....	.....do.....	.....	.....
	14125	Greenwood to Elmwood.....	S. C....	E. T. Clemmons.....	641 65	2 05
	14125	.....do.....	S. C....	.....do.....	.....	.....
	14125	.....do.....	S. C....	.....do.....	.....	.....
	14127	Laurens C. H. to Greenville....	S. C....	S. D. Castleman.....	546 00	1 75
	14127	.....do.....	S. C....	.....do.....	.....	.....
	14131	Greenville to Sandy Flat	S. C....	G. D. Jackson	125 00	60
	14132	Greenville to Woodruff's.....	S. C....	B. Landford	339 00	1 62
	14134	Fountain to Inn to Eden	S. C....	G. L. Knight.....	147 00	70
	14136	O'Neal to Chick's Spring.....	S. C....	L. D. Page.....	74 00	35
	14136	... .do	S. C....	.....do.....	.....	.....
	14137	Spartanburgh to Spartanburgh.	S. C....	S. D. Castleman	416 00	1 33
	18383	Enterprise to Energy	Miss...	J. W. Dyess	137 00	65
	18393	Martinsville to Brown's Wells..	Miss...	H. V. Childress.....	196 00	31
	18393	.....do.....	Miss...	.....do.....	.....	.....
	18396	Paulding to Twistwood	Miss...	... do	173 33	83
	18413	Verona to Pontotoc	Miss...	G. W. Chambers.....	161 99	1 55
	18413	.....do.....	Miss...	.....do.....	.....	.....
	18413	.....do.....	Miss...	.....do.....	.....	.....
	18418	Brookhaven to Veto.....	Miss...	E. A. Ragan	297 00	1 42
	18418	.....do.....	Miss...	.....do.....	.....	.....
	18423	Hattiesburgh to Williamsburgh	Miss...	.....do.....	384 00	1 84
	18423	.....do.....	Miss...	.....do.....	.....	.....
	18436	Water Valley to Paris	Miss...	.....do.....	148 00	71
	18436	.....do.....	Miss...	.....do.....	.....	.....
	18437	Martin to Hazlehurst	Miss ..	.....do.....	422 44	2 02
	18437	.....do.....	Miss ..	.....do.....	.....	.....
	18438	Purvis to Columbia.....	Miss...	.....do.....	1,026 59	1 63
	18438	.....do	Miss...	.....do.....	.....	.....
	18445	Walthall to Pittsborough	Miss...	J. T. Harvey.....	399 00	1 91
	18445	.....do.....	Miss...	.....do.....	.....	.....
	19194	Knoxville to Maynardville.....	Tenn ..	D. Cawood.....	872 00	1 39
	19194	.....do.....	Tenn ..	... do	.....	.....
	19195	Knoxville to Rutledge	Tenn ..	W. B. Catching.....	525 00	1 68
	19195	.....do.....	Tenn ..	.....do.....	.....	.....
	19195	.....do.....	Tenn ..	.....do.....	.....	.....
	19196	Hargus to New Market	Tenn ..	J. R. Pigg	249 63	79
	19198	Knoxville to Double.....	Tenn ..	W. F. Costellow	102 52	98
	19200	Concord to Miser.....	Tenn ..	W. B. Catching.....	440 00	70
	19200	.....do.....	Tenn ..	.....do.....	.....	.....
	19203	Maynardville to Hall's Cross-Roads.	Tenn ..	H. M. Monroe	112 50	53
	19203	.....do.....	Tenn ..	.....do.....	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 25, 1885	.....	Failure round trip		
Jan. 5, 6, 1885	.....	Failure on 8¼ miles		
Jan. 12, 13, 1885	.....	Failure on 16¼ miles		
Jan. 15, 16, 1885	.....	Failure on 8¼ miles	.....	$11 28
Jan. 29, 30, 1885	.....	Failure on 3 miles		
Mar. 30, 1885	.....	Failure on 16¼ miles		
Mar. 23, 1885	Ruckersville	Failure to arrive		
Mar. 24, 1886	....do	Failure to depart		
Jan. 9, 1886	Westminster	Failure to arrive and depart		
Jan. 4, 1886	.....	Failure on 34 miles		
Jan. 11, 13, 1886	.....	Failure on 26½ miles		
Mar. 30, 1886	.....	Failure on 20 miles		
Mar. 20, 1886	.....	Failure on 5 miles	$25 00	13 10
Mar. 29, 1886	.....	Failure on 35 miles		
		For failing and refusing to perform service in accordance with the schedule.		
Jan. 4, 11, 14, 1886	.....	Failure on 16 miles	.....	3 97
Jan. 9, 16, 1886	.....	Failure round trips	.....	2 92
Jan. 11, 14, 1886	.....	Failure half trip	.....	3 64
Jan. 4, 25; Mar. 22, 29, 1886	Abbeville	Failure to arrive		
Jan. 5, 26; Mar. 23, 30, 1886	....do	Failure to depart		
Jan. 5, 9, 12, 14, 16; Mar. 30, 1886.	Elberton	Failure to arrive	.....	21 00
Jan. 4, 11, 13, 15; Mar. 29, 31, 1886.	....do	Failure to depart		
Jan. 4, 8, 11, 13, 25; Mar. 29, 1886.	Abbeville	Failure to arrive		
Jan. 5, 9, 12, 14, 26; Mar. 30, 1886	....do	Failure to depart	.....	18 20
Jan. 5, 9, 12; Feb. 4, 16, 1886	McCormick	Failure to arrive		
Jan. 4, 11; Feb. 15, 1886	....do	Failure to depart		
Jan. 16, 1886	.....	Failure on 9 miles		
Jan. 21, 1886	.....	Failure 1½ miles	.....	3 06
Mar. 30, 1886	Elmwood	Failure to arrive and depart		
Jan. 4, 5, 11, 12, 1886	.....	Failure round trips		
Jan. 9, 28, 1886	Greenville	Failure to connect	.....	8 75
Jan. 16, 1886	.....	Failure round trip	.....	1 20
Jan. 12, 13, 1886	.....	....do	.....	3 24
Jan. 9, 12, 1886	.....	Failure round trips	.....	2 80
Jan. 16, 1886	.....	Failure round trip		
Mar. 31, 1886	.....	Failure half trip	.....	1 05
Mar. 30, 31, 1886	.....	Failure round trip	.....	2 66
Jan. 9; Mar. 31, 1886	.....	Failure on 7½ miles	.....	1 02
Feb. 2, 3; Mar. 4, 30, 1886	Martinsville	Failure to arrive and depart		
Feb. 2, 3; Mar. 4, 1886	Brown's Wells	do	.....	2 17
Jan. 9, 1886	.....	Failure total	.....	1 66
Jan. 8, 1886	Verona	Failure to arrive and depart		
Jan. 15, 1886	.....	Failure on 6 miles	.....	3 99
Jan. 8, 1886	Pontotoc	Failure to arrive and depart		
Jan. 15, 1886	Veto	Failure on 13 miles		
Mar. 12, 30, 1886	.....	Failure on 4 miles	.....	2 71
Jan. 8, 1886	Williamsburgh	Failure to arrive		
Jan. 9, 1886	....do	Failure to depart	.....	1 84
Jan. 23, 1886	Water Valley	Failure to arrive and depart		
.....do	Paris	Failure to arrive and depart	.....	1 42
Jan. 15, 1886	Martin	Failure on 12 miles		
Mar. 12, 1886	.....	Failure on 37½ miles	.....	4 99
Jan. 12, 1886	Purvis	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart	.....	1 63
Feb. 11, 1886	Pittsborough	Failure to arrive		
Feb. 12, 1886	.....	Failure to depart	.....	1 91
Mar. 30, 1886	.....	Failure on 24 miles		
Mar. 31, 1886	Knoxville	Failure to arrive and depart	.....	3 95
Jan. 9, 11, 1886	.....	Failure round trip		
Mar. 30, 31, 1886	.....	Failure on 34 miles	.....	7 46
Jan. 12, 1886	Rutledge	Failure to depart		
Jan. 6, 11, 13, 15, 18, 22, 25, 29; Feb. 1; Mar. 29, 30, 31, 1886.	.....	Failure on 7¾ miles	.....	11 52
Jan. 13; Feb. 3; Mar. 30, 1886	.....	Failure round trips	.....	5 88
Jan. 6, 11, 12, 13; Feb. 15; Mar. 31, 1886.	.....	Failure on 5¼ miles	.....	4 30
Mar. 30, 1886	.....	Failure on 9¼ miles		
Mar. 30, 1886	.....	Failure round trip	.....	1 54
Feb. 5, 1886	.....	Failure on 7½ miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 22	19204	Maynardville to Tazewell	Tenn ..	M. G. Walker	$312 00	$1 00
	19204	....do	Tenn ..	....do		
	19205	Maynardville to Rutledge	Tenn ..	O. Hubbs	375 00	1 20
	19206	Maynardville to New Prospect	Tenn ..	D. Kivett	157 22	50
	19206	....do	Tenn ..	....do		
	19206	....do	Tenn ..	....do		
	19207	Maynardville to Jacksborough	Tenn ..	F. L. Witt	294 00	1 41
	19207	....do	Tenn ..	....do		
	19207	....do	Tenn ..	....do		
	19207	....do	Tenn ..	....do		
	19208	Compensation to Lone Mountain	Tenn ..	T. Branscom, jr	147 70	55
	19208	....do	Tenn ..	....do	162 89	42
	19208	....do	Tenn ..	....do		
	19208	....do	Tenn ..	....do		
	19208	....do	Tenn ..	....do		
	19211	Speedville to Lost Creek	Tenn ..	....do	120 00	57
	19211	....do	Tenn ..	....do		
	19213	Jacksborough to Cumberland Gap.	Tenn ..	....do	789 00	75 51
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19213	....do	Tenn ..	....do		
	19214	Jacksborough to Powell's River	Tenn ..	L. Conner	137 72	65
	19215	Big Creek Gap to Pine Mountain.	Tenn ..	W. B. Catching	68 47	32
	19220	Eaton's Cross-Roads to Burns Mills.	Tenn ..	....do	105 00	50
	19221	Ball Camp to Eaton's Cross-Roads.	Tenn ..	F. H. Coram	119 94	57
	19221	....do	Tenn ..	....do		
	19224	Maryville to Chilhowee	Tenn ..	E. A. Carpenter	324 00	1 03
	21492	....do	Tenn ..	....do		
	21487	Ashland to Shelby	Ohio ...	J. Jennison	494 00	1 58
	21488	Ashland to New London	Ohio ...	J. R. Tupper	424 00	67
	21488	....do	Ohio ...	....do		
	24488	....do	Ohio ...	....do		
	21488	....do	Ohio ...	....do		
	21488	....do	Ohio ...	....do		
	21490	Polk to Oberlin	Ohio ...	....do	798 00	1 27
	21492	Millersburgh to Mount Hope	Ohio ...	C. W. Underwood	3 40	55
	21495	Chester to Reedsville	Ohio ...	....do	1 44	69
	21498	Pomeroy to Coolville	Ohio ...	A. T. Warren	425 00	1 36
	21502	Hockingport to Torch	Ohio ...	W. L. Argue	184 00	29
	21504	Athens to Chester Hill	Ohio ...	J. R. Tupper	6 98	1 11
	21504	....do	Ohio ...	....do		
	21504	....do	Ohio ...	....do		
	21506	Guysville to Hemlock Grove	Ohio ...	....do	246 58	79
	21506	....do	Ohio ...	....do		
	21506	....do	Ohio ...	....do		
	21506	....do	Ohio ...	....do		
	21506	....do	Ohio ...	....do		
	21506	....do	Ohio ...	....do		
	21509	....do	Ohio ...	....do		
	21511	Athens to Pomeroy	Ohio ...	....do	441 00	2 12
	21512	Amesville to Wimble	Ohio ...	S. D. Stiles	129 00	62
	21517	McConnellsville to Bartlett	Ohio ...	J. J. Fink	635 00	1 01
	21517	....do	Ohio ...	....do		
	21518	McConnellsville to Caldwell	Ohio ...	J. R. Tupper	619 00	1 98
	21522	New Matamoras to Mastertown	Ohio ...	....do	261 00	83

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 1886	Maynardville	Failure to arrive and depart		$3 00
Mar. 30, 31, 1886		Failure round trips		
Mar. 30, 1886	Rutledge	Failure to arrive and depart		1 20
Jan. 9, 1886		Failure on 8¾ miles		3 96
Jan. 12, 16; Feb. 4, 1886		Failure on 6¾ miles		
Feb. 6; Mar 30, 1886		Failure round trip		
Jan. 4, 11, 14, 18, 25, 1886		Failure on 12¾ miles		11 63
Feb. 15, 1886		Failure on 29½ miles		
Feb. 22, 1886		Failure on 17¾ miles		
Mar. 11, 18, 1886	Jacksborough	Failure to arrive and depart		
Jan. 12, 15; Feb. 5, 1886	Compensation to Keck's Chapel.	Failure round trips		
Mar. 30, 1886		Failure on 10½ miles		
Jan. 9, 20; Feb. 10, 1886	Keck's Chapel to Lone Mountain.	Failure round trip		6 07
Feb. 3, 1886		Failure on 3¼ miles		
Mar. 27, 31, 1886		Failure on 54 miles		
Jan. 14, 18; Feb. 4, 1886		Failure round trips		4 15
Mar. 22, 1886		Failure on 9 miles		
Jan. 9, 1886		Failure round trip		
Jan. 11; Mar. 30, 1886		Failure on 21¾ miles		
Jan. 16, 1886		Failure on 13¼ miles		
Feb. 3, 1886		Failure on 19¾ miles		
Feb. 4; Mar. 31, 1886		Failure on 18¾ miles		
Feb. 12, 1886		Failure on 5½ miles		
Mar. 27, 1886		Failure on 4¾ miles		15 08
Jan. 12, 1886	Compensation	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart		
Feb. 6, 1886	Jacksborough	Failure to arrive and depart (22¾ miles).		
Jan. 9, 1886		Failure round trip		
Mar. 20, 27, 31, 1886		Failure on 9¾ miles		
Mar. 30, 1886		Failure on 14½ miles (15½ miles)		
Feb. 6; Mar. 30, 1886		Failure on 6 miles		1 04
Jan. 11; Feb. 5, 1886		Failure round trips		1 28
Feb. 11; Mar. 22, 1886		Failure on 6 miles		1 20
Jan. 9, 1886		Failure on 12 miles		
Mar. 30, 1886	Eaton's Cross-Roads.	Failure to arrive and depart		1 42
Jan. 9, 1886		Failure on 13½ miles		
Jan. 12, 1886		Failure on 3½ miles		1 62
Jan. 11, 12, 1886		Failure round trip		3 16
Mar. 23, 25, 27, 1886	Ashland	Failure to arrive		
Mar. 22, 24, 26, 1886	....do	Failure to depart		
Jan. 6, 1886	New London	Failure to arrive and depart		5 36
Feb. 16; Mar. 22, 24, 26, 1886.	....do	Failure to arrive		
Feb. 17; Mar. 23, 25, 27, 1886.	....do	Failure to depart		
Jan. 11; Feb. 16, 17, 1886		Failure on 16 miles one way		5 69
Mar. 24, 26, 29, 31, 1886		Mail detained at Millersburgh November 10, on account of the intoxication of J. R. Deety, sub-contractor and carrier.	$2 00	
Jan. 9, 12, 1886		Failure on 8 miles		1 84
Jan. 11, 12, 1886		Failure round trips		2 72
Jan. 9, 11, 1886		....do		1 16
Jan. 9, 1886	Athens	Failure to arrive and depart		
....do	Chester Hill	Failure to depart		3 59
Jan. 11; Mar. 31, 1886		Failure on 10 miles		
Jan. 9, 1886		Failure on 7 miles		
Jan. 11, 1886		Failure on 8 miles		
Jan. 12, 1886		Failure on 6 miles		
Jan. 13, 1886		Failure on 5 miles		4 04
Jan. 14, 1886		Failure on 5 miles		
Jan. 28, 1886		Failure on 6 miles		
Feb. 27, 1886	Hemlock Grove	Failure to connect		
Jan. 11, 12, 1886		Failure round trip		4 24
Jan. 9, 1886		....do		1 24
Jan. 11, 1886		Failure round trip		3 48
Jan. 9, 12, 13, 14, 1886		Failure on 6 miles		
Jan. 11, 12, 15, 16, 1886		Failure round trips		7 92
Jan. 9, 11, 1886		....do		3 32

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 22	21524	Barlow to Brown's Mills	Ohio	J. R. Tupper	$124 00	$0 39
	21524	do	Ohio	do		
	21524	do	Ohio	do		
	21526	Barlow to Belpre	Ohio	do	398 00	63
	21526	do	Ohio	do		
	21527	New Matamoras to Marietta	Ohio	do	677 66	2 17
	21527	do	Ohio	do		
	21529	Watertown to Marietta	Ohio	E. J. Burchett	120 00	38
	26214	Beaver Falls to Bird Island	Minn	I. N. Sanborn	731 00	1 16
	26221	Sibley to Le Suer	Minn	J. B. Colegrove	129 00	1 24
	26226	Point Douglas to Prescott	Minn	L. S. Parsons	66 67	10
	26228	Stillwater to Saint Croix Falls	Minn	L. H. Warren	1,485 00	2 36
	26239	Chaska to Watertown	Minn	J. B. Colegrove	174 00	55
	26239	do	Minn	do		
	26245	Hutchinson to Dassel	Minn	D. E. Glidden	500 00	79
	26253	Willmar to Terrace	Minn	I. N. Sanborn	641 00	3 08
	26253	do	Minn	do		
	26253	do	Minn	do		
	28562	Kirbyville to Oak Grove	Mo	E. J. Melton	224 10	1 07
	28562	do	Mo	do		
	28565	Marionville to Clarksville	Mo	do	2,078 00	6 66
	28565	do	Mo	do		
	28571	Colony to Granger	Mo	J. A. Craft	287 00	91
	28571	do	Mo	do		
	28576	Paris to Tulip	Mo	do	264 00	84
	28593	Logan Creek to Piedmont	Mo	do	287 00	1 37
	28593	do	Mo	do		
	28595	Alton to Thayer	Mo	do	519 06	83
	28595	do	Mo	do		
	28595	do	Mo	do		
	28595	do	Mo	do		
	28595	do	Mo	do		
	28596	Houston to Waynesville	Mo	R. D. Cobble	478 82	2 29
	28596		Mo	do		
	28603	Roads to Norborne	Mo	R. Ritter	201 99	64
	28616	Frederickstown to French Mills	Mo	P. R. Schnebly	119 94	1 14
	28621	Neosho to Pineville	Mo	J. A. Craft	689 00	1 10
	28621	do	Mo	do		
	28621	do	Mo	do		
	28621	do	Mo	do		
	28626	Rosier to Freeman	Mo	do	482 80	76
	28626	do	Mo	do		
	28630	Unionville to Ayresville	Mo	R. Ritter	363 00	1 16
	28636	Albany to Bethany	Mo	J. A. Craft	355 88	1 70
	28647	Buffalo to Springfield	Mo	E. J. Melton	478 00	1 53
	28647	do	Mo	do		
	28647	do	Mo	do		
	28669	Van Buren to Alton	Mo	H. C. Slavens	573 50	2 75
	31617	Stephenville to Granbury	Tex	G. M. Snodgrass	517 00	1 65
	31630	Gatesville to Hamilton	Tex	Messer & Horton	994 00	1 58
	31630	do	Tex	do		
	31632	Gatesville to Star	Tex	B. Magoffin	613 89	1 96
	31635	Comanche to Hazel Dell	Tex	V. Boreing	148 35	49
						44
	31650	Belle Plain to Eagle Cove	Tex	B Magoffin	240 00	76
	31676	Coleman to Waldrip	Tex	B. W. Beedy	333 00	1 60
	51677	Comanche to De Leon	Tex	do	439 00	70
	31679	Corsicana to Dresden	Tex	H. F. Dunson	413 00	65
	31693	Whitney to Derden	Tex	W. B. Catching	191 00	91
	31693	do	Tex	do		
	31706	Waxahachie to Auburn	Tex	G. D. Jackson	261 00	83
	31706	do	Tex	do		
	31725	Mexia to Armour	Tex	V. Boreing	181 50	87
	31725	do	Tex	do		
	31739	Carthage to Caledonia	Tex	G. D. Jackson	177 00	1 70
	31745	Lagarto to San Diego	Tex	do	820 00	2 62
	31750	Harrold to Mobeetie	Tex	S. P. Wheeler	10,850 40	17 32
	31750	do	Tex	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Barlow	Failure to arrive		
Jan. 12, 1886	....do	Failure to depart	.....	$1 17
Jan. 12, 16, 1886	Brown's Mills	Failure to arrive and depart		
Jan. 9, 11, 1886	.....	Failure round trips		
Jan. 4, 1886	Belpre	Failure to arrive and depart	.....	3 15
Jan. 4, 5, 11, 12, 13, 14, 1886	.....	Failure round trip		
Jan. 29, 30, 1886	.....	Failure on 22½ miles	.....	15 95
Jan. 9, 11, 1886	.....	Failure of ¾ round trips	.....	1 14
Jan. 7, 9, 22, 1886	.....	Failure total	.....	6 96
Jan. 9, 1886	Sibley	Failure to arrive and depart	.....	1 24
Jan. 13, 14, 15, 1886	Point Douglas	Failure to deliver mail on schedule time (12.30 p. m.).	$1 00	.....
Mar. 20, 1886	Saint Croix Falls	Failure to arrive and depart	.....	2 36
Feb. 26; Mar. 26, 31, 1886	Chaska	.....do		
Jan. 22; Feb. 26, 1886	Watertown	....do	.....	2 75
Jan. 22, 1886	.....	Failure total	.....	1 58
Jan. 8, 1886	Willmar	Failure to depart		
Jan. 9, 1886	....do	Failure to arrive	.....	6 16
Jan. 15, 1886	Terrace	Failure to arrive and depart		
Feb. 2, 3, 1886	.....	Failure to perform service		
Feb. 5, 6, 1886	.....	Failure half trip	.....	3 21
Feb. 6, 1886	Marionville	Failure to arrive		
Feb. 8, 1886	....do	Failure to depart	.....	6 66
Jan. 9, 23, 1886	.....	Failure to perform service		
Feb. 5; Mar. 13, 1886	.....	Failure on ⅗ of a trip	.....	6 06
Mar. 16, 1886	.....	Failure to perform service	.....	1 68
Jan. 8, 9; Feb. 12, 13, 1886	.....	Failure on 5 miles of trip		
Mar. 30, 31, 1886	.....	Failure on 7 miles of trip	.....	2 02
Feb. 2, 4, 1886	Alton	Failure to arrive		
Feb. 3, 5, 1886	Thayer	.....do		
.....do	Alton	Failure to depart	.....	4 1
Feb. 2, 4, 1886	Thayer	.....do		
Feb. 10, 1886	.....	Failure half trip		
Feb. 10, 12, 1886	.....	Failure to perform service		
.....	.....	For failure to comply with schedule.	2 00	4 58
Jan. 9, 1886	.....	Failure to perform service	.....	1 28
Feb. 12; Mar. 26, 1886	.....	.....do	.....	4 56
Jan. 8, 11, 12; Feb. 2, 3, 4, 1886	Pineville	Failure to arrive		
Jan. 9, 12, 13; Feb. 2, 3, 5, 1886	....do	Failure to depart		
Feb. 3, 4, 1886	Neosho	Failure to arrive and depart	2 50	8 80
.....	.....	For failure to comply with schedule.		
Jan. 9, 1886	.....	Failure to perform service		
Jan. 8, 1886	.....	Failure ⅘ of a trip	.....	2 53
Jan. 5, 1886	.....	Failure half trip	.....	1 16
Jan. 8, 9, 1886	.....	Failure to perform service	.....	3 40
.....do	.....	Failure on 27 miles of trip		
Feb. 2, 1886	.....	Failure on 10 miles of trip		
.....	.....	For failure to comply with schedule February 22, and for being intoxicated while in possession of the mail December 24.	3 00	3 26
Mar. 29, 30, 1886	.....	Failure half trip	.....	2 75
Jan. 1, 8, 18, 1886	Stephenville	Failure to arrive and depart	.....	4 95
Jan. 8, 23, 1886	Hamilton	.....do		
Mar. 29, 1886	Gatesville	.....do	.....	4 74
Jan. 1, 6, 1886	.....	Failure total (being 50 per cent. over p. r.).	.....	11 76
Jan. 8, 1886	.....	Failure total	.....	1 86
Mar. 29, 1886	.....	.....do	.....	1 52
Jan. 8, 1886	.....	.....do	.....	3 20
Feb. 4, 5, 24; Mar. 4, 1886	De Leon	Failure to connect with south bound train.	.....	1 40
Jan. 8, 14, 1886	.....	Failure total	.....	2 60
Jan. 4, 8, 1886	Whitney	Failure to arrive and depart		
Jan. 8, 11, 1886	Derden	.....do	.....	3 64
Jan. 14, 1886	Waxahachie	Failure to arrive and depart		
Jan. 14, 28, 1886	Auburn	.....do	.....	2 49
Mar. 27, 1886	Mexia	Failure to depart		
Mar. 27, 1886	Armour	Failure to arrive (being in excess of pro rata).	.....	1 00
Mar. 5, 1886	.....	Failure total	.....	3 40
Mar. 10, 1886	.....	.....do	.....	5 24
Jan. 7, 1886	Mobeetie	Failure to arrive		
Jan. 7, 9, 1886	... do	Failure to depart	.....	25 98

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 22	31774	Nacogdoches to Center	Tex	G. D. Jackson	$700 00	$2 24
	31791	Caney to Kenner	Tex	J. J. Horton	456 00	2 19
	31791	do	Tex	do		
	31791	do	Tex	do		
	31791	do	Tex	do		
	31804	Mount Vernon to Penn	Tex	G. D. Jackson	152 00	73
	31818	Yorktown to Rancho	Tex	F. Gips	248 00	2 38
	31830	Cleburne to Beulah	Tex	W. F. Hansberger	433 00	1 38
	34152	York to Indian Creek	Nebr	W. H. Smith	247 20	79
	34152	do	Nebr	do		
	34152	do	Nebr	do		
	34155	York to Pleasant Home	Nebr	M. B. Cheney	415 23	1 99
	34155	do	Nebr	do		
	34156	Arborville to Bradshaw	Nebr	do	320 21	51
	34158	Fairmont to Belvidere	Nebr	S. H. Yates	600 00	24 76
	34158	do	Nebr	do		
	34158	do	Nebr	do		
	34159	Geneva to Davenport	Nebr	M. B. Cheney	315 00	1 51
	34161	Belvidere to Hebron	Nebr	W. J. Green	286 36	23
	34161	do	Nebr	do		
	34162	Hebron to Nelson	Nebr	M. B. Cheney	530 00	1 69
	34162	do	Nebr	do		
	34162	do	Nebr	do		
	34163	Nora to Hardy	Nebr	W. H. Smith	237 86	75
	34164	Nelson to Cowles	Nebr	M. B. Cheney	472 50	1 51
	34164	do	Nebr	do		
		RAILROAD SERVICE.				
	21033	Columbus to Indianapolis	Ohio	I., B. & W. Rwy	17,778 80	24 35 10 33
	21039	Delphos to Dayton	Ohio	T., C. & St. L. Rwy	5,906 25	9 43
	21039	do	Ohio	do		
	21042	Cleveland to Cincinnati	Ohio	C., C., C. & I. Rwy	64,623 32	88 52 26 65
	21046	Painesville to Youngstown	Ohio	P. & Y. Rwy	2,829 32	4 51
	21051	Columbus to Coal Grove	Ohio	S. Valley Rwy	16,365 36	26 14
	21051	do	Ohio	do		
	21052	Cincinnati to Portsmouth	Ohio	C. & E. Rwy	6,833 16	10 91
	23038	Peoria to Jacksonville	Ill	W., St. L. & P. Rwy	6,070 22	8 69
	23038	do	Ill	do		
	23066	Chicago to Altamont	Ill	do	16,806 18	23 84
	23066	do	Ill	do		
	23066	do	Ill	do		
	27046	Des Moines to Fonda	Iowa	do	5,762 40	9 20
	27046	do	Iowa	do		
	27046	do	Iowa	do		
	27046	do	Iowa	do		
	27046	do	Iowa	do		
	27046	do	Iowa	do		
	27060	Centerville to Des Moines	Iowa	do	4,048 42	6 46
	27060	do	Iowa	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 5, 1886		Failure on 22 miles, 22-36 of trip		$2 73
Jan. 29, 1886	Caney	Failure to depart		
Jan. 30, 1886	do	Failure to arrive		6 57
Jan. 12, 19, 1886	Kenner	do		
Jan. 13, 20, 1886	do	Failure to depart		
Jan. 9, 1886		Failure total		1 46
Mar. 3, 1886		Failure on 6 miles		1 00
Jan. 12, 19, 1886		Failure total		5 52
Jan. 4, 6, 8, 22; Feb. 10; Mar. 5, 1886.		do		10 90
Jan. 11, 1886		Failure on 8 miles		
Mar. 17, 19, 1886		Failure on 5 miles		
Jan. 8, 15, 1886	York	Failure to arrive and depart		13 93
Jan. 2, 6, 13, 20, 27, 1886	Pleasant Home	do		
Mar. 4, 11, 18, 19, 1886	Bradshaw	do		2 04
Jan. 5, 6, 15, 1886		Failure on 8¼ miles, twelve times a week service.		
Jan. 7, 9, 1886		Failure on 21¾ miles, three times a week service.		7 44
Jan. 5, 21, 1886		Failure half trips, three times a week service.		
Jan. 8, 9, 1886		Failure total		3 02
Jan. 4, 7, 1886		do		5 52
Jan. 6, 8, 9, 10, 11, 22, 23, 26, 1886.		Failure 1 trip each day		
Jan. 4, 6, 11, 1886	Hebron	Failure to arrive		13 52
Jan. 4, 11, 25, 1886	do	Failure to depart		
Jan. 5, 7, 9, 23; Feb. 13, 1886.	Nelson	Failure to arrive and depart		
Jan. 5, 9, 12, 1886		Failure total		4 50
Jan. 6, 1886	Nelson	Failure to arrive and depart		9 06
Jan. 4, 6, 8, 15, 27, 1886	Cowles	do		
	Indianapolis	Failed to connect with depending mails as follows: No. 3, Jan. 8, 19; Feb 10; No. 5, Jan. 5, 12, 20, 21; Feb. 18, 19, 20, 1886. For negligence on the part of the company's messenger at Mooreland, Ind., in failing to call for and dispatch the mail the a. m., of Jan. 2, 1886.	$53 75	
Jan. 9, 11, 1886	Delphos	Failure to arrive		18 86
Jan. 11, 12, 1886	do	Failure to depart		
	Cleveland	Failed to connect with depending mails as follows: Train No. 2, Feb. 20; No. 6, Feb. 2, 1886. Cincinnati, train No. 5, Jan. 10, 17, 24, 31; Feb. 21, 28; No. 9, Jan. 10, 12, Feb. 3, 1886.	146 50	
Jan. 11, 1886		Failure half trip		4 51
Jan. 16, 1886	Coal Grove	Failure to arrive		39 71
Jan. 18, 1886	do	Failure to arrive and depart		
	Cincinnati	Failed to connect with depending mails as follows: Feb. 1, 2, 3, 13, 15, 16, 17, 18, 19, 22; Mar. 1, 5, 18, 1886 (train No. 28).	71 00	
Jan 22, 23, 1886		Failure half trip		
Jan. 9, 11, 21, 27; Feb. 1, 3, 12; Mar. 9, 1886.	Peoria	Failure to connect	38 75	19 38
Jan. 23, 1886	Chicago	Failure to arrive and depart		107 36
Jan. 9, 11, 12, 1886	Altamont	do		
Jan. 16; Feb. 1, 2, 1886	Chicago	Failure to connect	40 00	
Feb. 8; Mar. 1, 5, 6, 20, 1886	Des Moines	do	23 00	
Feb. 4, 5, 1886	do	Failure to arrive		546 75
Feb. 3, 5, 1886	do	Failure to depart		
Feb. 3, 5, 6, 1886	Fonda	Failure to arrive		
Feb. 3, 4, 6, 7, 1886	do	Failure to depart		
Jan. 3 to Feb. 2, 1886	On the route	Failure to perform service one way.		
Jan. 22, 1886		Failure round trip		
Jan. 8, 9, 21; Feb. 2, 3, 25, 1886.	Des Moines	Failed to connect with depending mails.	19 00	12 92

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
Apr. 22	27077	California to Fremont	Iowa	S. City & P. Rwy	$2,838 50	$4 53
	28013	Brunswick to Council Bluffs	Iowa	W., St. L. & P. Rwy	30,126 14	.....
	28027	Cairo to Poplar Bluff	Mo	St. L., I. M. & S. Rwy.	4,076 64	6 51
		STEAMBOAT SERVICE.				
	11095	Newport News to Norfolk	Va	J. B. Colegrove	2,200 00	1 51
		STAR SERVICE.				
Apr. 23	336	Bucksport to Penobscot	Me	L. Nichols	380 00	60
	336	....do	Me	....do	.....	.....
	336	....do	Me	....do	.....	.....
	336	....do	Me	....do	.....	.....
	336	....do	Me	....do	.....	.....
	351	Ellsworth to Bucksport	Me	....do	370 00	1 18
	351	....do	Me	....do	.....	.....
	351	....do	Me	....do	.....	.....
	351	....do	Me	....do	.....	.....
	352	Ellsworth to Great Pond	Me	H. P. Colson	500 00	1 60
	352	....do	Me	....do	.....	.....
	352	....do	Me	....do	.....	.....
	352	....do	Me	....do	.....	.....
	358	Tremont to Swan's Island	Me	W. B. Mitchell	233 64	1 12
	366	Hancock to Cherryfield	Me	C. G. Brown	860 00	1 37
	366	....do	Me	....do	.....	.....
	366	....do	Me	....do	.....	.....
	366	....do	Me	....do	.....	.....
	375	Machias to Calais	Me	B. W. Beedy	809 00	2 59
	375	....do	Me	....do	.....	.....
	375	....do	Me	....do	.....	.....
	366	Princeton to Forest Station	Me	J. S. Farrar	547 00	87
	366	....do	Me	....do	.....	.....
	366	....do	Me	....do	.....	.....
	366	....do	Me	....do	.....	.....
	388	Lincoln to Carroll	Me	L. Nichols	680 00	1 08
	388	....do	Me	....do	.....	.....
	388	....do	Me	....do	.....	.....
	388	....do	Me	....do	.....	.....
	388	....do	Me	....do	.....	.....
	388	....do	Me	....do	.....	.....
	389	Lincoln Centre to Pattagumpus.	Me	....do	160 00	76
	390	Winn to Springfield	Me	B. W. Beedy	209 00	66
	390	....do	Me	....do	.....	.....
	390	....do	Me	....do	.....	.....
	392	Mattawamkeag to Patten	Me	G. W. Collins	383 00	61
	393	Macawber to Island Falls	Me	H. H. Putnam	468 00	1 50
	393	....do	Me	....do	.....	.....
	393	....do	Me	....do	.....	.....
	393	....do	Me	....do	.....	.....
	394	Kingman to Haynesville	Me	A. B. Daggett	347 00	1 11
	394	....do	Me	....do	.....	.....
	394	....do	Me	....do	.....	.....
	395	Bancroft to Danforth	Me	L. Nichols	120 00	57
	396	Danforth to Houlton	Me	C. W. Moody	737 00	1 17
	396	....do	Me	....do	.....	.....
	396	....do	Me	....do	.....	.....
	396	....do	Me	....do	.....	.....
	397	Houlton to Presque Isle	Me	V. P. Stone	1,074 00	1 70
	397	....do	Me	....do	.....	.....
	397	....do	Me	....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 2, 23, 1886	Fremont	Failure to connect	$4 50	
		Failure to perform service one way over the route (224.42 miles) and between Imogene and Council Bluffs (39.75 miles) Jan. 7; Marysville and Council Bluffs (93.25 miles) and Stanberry and Council Bluffs (117 miles) Jan. 9; both ways between Marysville and Council Bluffs (93.25 miles) Jan. 8; and both ways between Stanberry and Council Bluffs (117 miles) Jan. 22, 1886.		$164 56
Feb. 2, 3, 4; Mar. 2, 11, 13, 15, 18, 20, 23, 25, 29, 30, 31, 1886.	Cairo	Failed to connect with depending mails.	45 50	
		Whereas the deduction ordered April 14, 1886, of the sum of $71.24, should have been $78.52, therefore deduct additional		7 28
Feb. 27, 1886	Bucksport	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to arrive		
Mar. 1, 1886	do	Failure to depart		2 10
Feb. 27; Mar. 1, 1886	Penobscot	Failure to arrive		
Mar. 2, 1886	do	Failure to depart		
Mar. 1, 1886	Ellsworth	Failure to arrive		
Mar. 2, 1886	do	Failure to depart		2 36
Feb. 27, 1886	Bucksport	Failure to arrive		
Mar. 3, 1886	do	Failure to depart		
Feb. 26, 1886	Ellsworth	Failure to arrive		
Feb. 27, 1886	do	Failure to depart		3 20
do	Great Bend	Failure to arrive		
Mar. 1, 1886	do	Failure to depart		
Feb. 2; Mar. 2, 1886		Failure to perform service		2 24
Feb. 27, 1886	Hancock	Failure to depart		
Mar. 1, 1886	do	Failure to arrive		2 74
Feb. 27, 1886	Cherryfield	do		
Mar. 1, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 1886	Machias	Failure to arrive		
Feb. 27, 1886	do	Failure to depart		5 18
do	Calais	Failure to arrive		
Feb. 26; Mar. 1, 2, 1886	Princeton	do		
Mar. 1, 2, 3, 1886	do	Failure to depart		6 52
Feb. 26, 1886	Forest Station	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to arrive and depart		
Feb. 26; Mar. 3, 1886	Lincoln	Failure to arrive		
Feb. 27; Mar. 1, 1886	do	Failure to arrive and depart		
Mar. 2, 4, 1886	do	Failure to depart		9 18
Feb. 13, 26, 1886	Carroll	Failure to arrive		
Mar. 4, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 3, 1886	do	Failure to arrive and depart		
Mar. 3, 1886		Failure to perform servive		1 52
Feb. 27, 1886	Winn	Failure to arrive		
Feb. 27, 1886	do	Failure to depart		1 00
do	Springfield	Failure to arrive		
Feb. 27; Mar. 1, 2, 1886		Failure to perform service		3 66
Feb. 27; Mar. 4, 1886	Macawber	Failure to depart		
Mar. 1, 3, 1886	do	Failure to arrive		6 00
Feb. 27; Mar. 2, 1886	Island Falls	do		
Mar. 1, 5, 1886	do	Failure to depart		
Feb. 27, 1886		Failure on 19½ miles		
Mar. 1, 1886		Failure on 26 miles one way		6 10
Mar. 3, 5, 6, 1886		do		
Feb. 27, 1886		Loss of one trip		1 14
Feb. 27; Mar. 1, 1886	Danforth	Failure to arrive		
Mar. 1, 1886	do	Failure to depart		5 26
Feb. 27; Mar. 1, 2, 1886	Houlton	Failure to arrive		
Feb. 27; Mar. 2, 3, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 1886	do	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to depart		12 75
Feb. 26, 27; Mar. 1, 2, 3, 1886	Presque Isle	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 23	398	Houlton to Smyrna Mills	Me	J. E. Feely	$125 00	$0 40
	398	do	Me	do		
	398	do	Me	do		
	398	do	Me	do		
	6449	Rochester to Clifton	N. Y	J. B Colegrove	419 00	66
	6451	Geneseo to Pavilion	N. Y	L. Jones	360 00	57
	6491	Angelica to Nunda	N. Y	J. F. Gilbert	677 00	1 08
	6491	do	N. Y	do		
	6491	do	N. Y	do		
	6491	do	N. Y	do		
	6500	Andover to West Union	N. Y	W. F. Costellow	178 00	57
	6500	do	N. Y	do		
	6509	Cooper's Plains to Watkins	N. Y	do	340 00	1 08
	6521	Ithaca to Watkins	N. Y	C. C. Morse	749 00	1 19
	6526	Cortland C. H. to Pitcher	N. Y	Z. T. Carpenter	708 00	37
						37
	6528	De Ruyter to Pitcher	N. Y	W. F. Costellow	320 00	51
	6539	Bainbridge to Sidney Centre	N. Y	C. C. Morse	370 00	59
	6539	do	N. Y	do		
	6552	Truxton to Taylor	N. Y	C. C. Morse	149 00	71
	6556	Homer to Glen Haven	N. Y	E. H. Warner	312 00	49
	6564	Cochecton to Monticello	N. Y	T. C. Ellison	340 00	37
						35
	6564	do	N. Y	do		
	6564	do	N. Y	do		
	6564	do	N. Y	do		
	6578	Monticello to Jeffersonville	N. Y	W. F. Wood	320 00	1 02
	6578	do	N. Y	do		
	6584	Mayville to Jamestown	N. Y	F. J. Smith	624 00	99
	6584	do	N. Y	do		
	6584	do	N. Y	do		
	6584	do	N. Y	do		
	6592	Summit Station to Cuyler	N. Y	L. D. Rindge	323 00	51
	6594	Lacona to Greenborough	N. Y	C. C. Morse	133 00	63
	6594	do	N. Y	do		
	6594	do	N. Y	do		
	6603	South New Haven to Oswego	N. Y	do	249 00	39
	6603	do	N. Y	do		
	6603	do	N. Y	do		
	14138	Spartanburgh to Swain	S. C	J. J. Horton	298 00	1 43
	14139	Campobello to Lima	S. C	S. D. Castleman	236 00	1 13
	14139	do	S. C	do		
	14142	Wellford to Wellford	S. C	J. A. De Baird	416 00	66
	14142	do	S. C	do		
	14144	Cross Anchor to Union	S. C	A. Easley	162 98	77
	14144	do	S. C	do		
	14144	do	S. C	do		
	14146	Union to Pinckney	S. C	E. T. Cason	223 12	71
	14147	Union to Clinton	S. C	S. D. Castleman	496 00	1 58
	14149	Union to Etta Jane	S. C	E. T. Clemmons	399 07	1 27
	14151	Jonesville to Gaffney City	S. C	H. G. McWhirter	400 42	1 28
	14154	Upwell to Columbia	S. C	J. J. Horton	349 00	1 67
	14157	Ninety-Six to Elmwood	S. C	J. M. Sengly	590 00	51
						85
	14159	Johnston to Silver Street	S. C	T. W. Jones, jr	473 00	1 51
	14162	Rehoboth to Abbeville	S. C	J. J. Horton	448 00	1 43
	14162	do	S. C	do		
	14166	Hamburgh to Lennon	S. C	S. D. Castleman	155 24	74
	14175	Columbia to Sandy Run	S. C	A. Easley	192 98	92
	14175	do	S. C	do		
	14180	Chester to Rocky Mount	S. C	S. D. Castleman	316 00	1 51
	14180	do	S. C	do		
	14185	Yorkville to Garibaldi	S. C	W. O. Glover	240 00	1 15
	14189	Lancaster to Pineville	S. C	S. D. Castleman	586 00	1 87
	14189	do	S. C	do		
	14189	do	S. C	do		
	14189	do	S. C	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 1, 3, 1886	Houlton	Failure to arrive		
Mar. 2; Feb. 27, 1886	do	Failure to depart		
do	Smyrna Mills	Failure to arrive	.....	$1 60
Mar. 1, 3, 1886	do	Failure to depart		
Jan. 1, 1886		Failure to perform service	.....	1 32
Feb. 16; Mar, 23, 1886		do	.....	2 28
Feb. 16; Mar. 16, 18, 20, 23, 25, 27, 30, 1886.	Angelica	Failure to arrive		
Feb. 16; Mar. 17, 19, 22, 24, 26, 29, 31, 1886.	do	Failure to depart		
Feb. 16, 27; Mar. 17, 19, 22, 24, 26, 29, 1886.	Nunda	Failure to arrive	.....	17 28
Feb. 15; Mar. 16, 18, 20, 23, 25, 27, 31, 1886.	do	Failure to depart		
Mar. 24, 1886		Failure to perform service		
Jan. 11, 1886		Failure on 8½ miles	.....	1 98
Jan. 9, 1886	Watkins	Failure to arrive and depart	.....	1 08
Jan. 21, 1886		Failure to perform service	.....	2 38
Feb. 27, 1886	Over the route	do	.....	1 50
Feb. 16, 17, 1886		Failure half trip	.....	1 02
Jan. 6, 28; Feb. 12, 15, 1886		Failure on 3 miles		
Mar. 16, 20, 31, 1886		Failure equal to 33 miles	.....	2 78
Mar. 2, 1886		Failure to perform service	.....	1 42
Feb. 27, 1886		do	.....	1 00
do	Bethel, from Cochecton.	Failure to arrive and depart three times a week.		
Feb. 26; Mar. 2, 1886	Bethel, from Monticello.	Failure to arrive six times a week service.	.....	1 42
Feb. 27; Mar. 3, 1886	Monticello	Failure to arrive		
Feb. 27; Mar. 2, 1886		Failure to depart six times a week service.		
Feb. 26, 27, 1886		Failure one round trip		
Feb. 13, 1886	Brisco to Jeffersonville.	Failure on 3½ miles	.....	2 44
Jan. 6; Feb. 13, 15, 16, 20, 1886.	Mayville	Failure to arrive		
Jan. 5; Feb. 13, 15, 16, 20, 1886.	do	Failure to depart		
Jan. 5, 7, 19, 1886	Jamestown	Failure to arrive	.....	7 92
Jan. 6, 8, 20, 1886	do	Failure to depart		
Mar. 3, 19, 23, 1886	Cuyler	Failure to arrive and depart	.....	1 53
Feb. 13, 1886	Lacona	do		
Feb. 14, 1886	Greenborough	Failure to arrive	.....	1 26
Feb. 16, 1886	do	Failure to depart		
Jan. 9; Feb. 13; Mar. 20, 1886.		Failure on 3½ miles		
Feb. 4, 1886	South New Haven	Failure to arrive	.....	1 47
Feb. 5, 1886	do	Failure to depart		
Mar. 30, 31, 1886		Failure half trip	.....	2 86
Jan. 4, 1886		Failure on 13 miles		
Jan. 11, 1886		Failure on 7 miles	.....	2 10
Jan. 4, 9, 16, 1886		Failure round trips		
Mar. 20, 31, 1886		Failure on 8 miles	.....	5 20
Jan. 4, 1886		Failure round trip		
Jan. 15, 1886	Cross Anchor	Failure to arrive and depart	.....	3 08
Jan. 11, 1886	Union	do		
Jan. 11, 19, 1886		Failure round trips	.....	2 84
Jan. 4, 6, 11, 1886	Union	Failure to arrive and depart	.....	4 74
Jan. 4, 6, 8, 11; Mar. 31, 1886		Failure on 18 miles	.....	9 14
Jan. 5, 16, 1886		Failure half trips	.....	2 56
Jan. 11 to 12, 14 to 15, 1886		Failure round trips	.....	6 68
Jan. 8; Feb. 3, 1886	Six times a week service.	do	.....	2 04
Jan. 7, 14; Mar. 30, 1886	Silver Street	Failure to arrive and depart	.....	4 53
Jan. 4, 8, 15; Feb. 3; Mar. 29, 1886.	Abbeville	Failure to arrive		
Jan. 5, 9, 16; Feb. 4; Mar. 30, 1886.	do	Failure to depart	.....	7 15
Feb. 3, 10; Mar. 13, 17, 1886		Failure round trips	.....	5 92
Jan. 2, 1886	Columbia	Failure to arrive and depart		
Jan. 6; Mar. 31, 1886	Sandy Run	do	.....	2 76
Jan. 12, 1886		Failure on 21½ miles		
Mar. 30, 1886		Failure round trip	.....	5 27
Jan. 16, 1886		Failure on 16 miles	.....	1 53
Jan. 4, 1886		Failure on 30¼ miles		
Mar. 30, 1886	Lancaster	Failure to arrive		
Mar. 31, 1886	do	Failure to depart	.....	5 92
Mar. 30, 1886	Pineville	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 23	19209	Compensation to Clairfield	Tenn	W. B. Catching	$72 00	$0 69
	19209	do	Tenn	do		
	19209	do	Tenn	do		
	19216	Big Creek Gap to Clairfield	Tenn	do	150 00	1 44
	19216	do	Tenn	do		
	19225	Maryville to Maryville	Tenn	R. H. Anderson	440 00	1 41
	19234	Povo to Carringer	Tenn	J. Williams	175 00	84
	19234	do	Tenn	do		
	19234	do	Tenn	do		
	19234	do	Tenn	do		
	19234	do	Tenn	do		
	19235	Tellico Plains to Athens	Tenn	J. S. Land	258 26	1 24
	19235	do	Tenn	do		
	19236	Tellico Plains to Ball Play	Tenn	J. B. Giles	79 85	37
	19236	do	Tenn	do		
	19237	Citico to Belltown	Tenn	P. Giles	125 00	60
	19239	Cog Hill to Syles	Tenn	W. B. Catching	112 00	1 07
	19239	do	Tenn	do		
	19239	do	Tenn	do		
	15240	Cog Hill to Coker Creek	Tenn	B. S. Ledford	258 00	1 24
	19243	Athens to Pin Hook Landing	Tenn	W. B. Catching	330 00	1 05
	19243	do	Tenn	do		
	19243	do	Tenn	do		
	19244	Athens to Decatur	Tenn	G. M. Foster	385 00	61
	19244	do	Tenn	do		
	19246	Riceville to Big Spring	Tenn	J. Hawk	144 00	69
	19246	do	Tenn	do		
	19248	Euchee to Rhea Springs	Tenn	J. B. Colegrove	198 00	63
	19249	Pin Hook Landingto Spring City.	Tenn	C. D. Moore	199 99	31
	19250	Spring City to Decatur	Tenn	W. H. Cox	248 00	79
	19250	do	Tenn	do		
	19250	do	Tenn	do		
	19251	Decatur to Ten Mile Stand	Tenn	W. A. Gadsby	150 00	72
	19252	Graysville to Sequachee College	Tenn	W. F. Costellow	249 00	79
	19252	do	Tenn	do		
	19253	Charlestown to Brettsville	Tenn	J. L. Marr	125 00	60
	21531	Whipple to Mastertown	Ohio	J. R. Tupper	211 00	1 01
	21537	Woodsfield to Centre View	Ohio	C. W. Underwood	550 00	1 76
	21537	do	Ohio	do		
	21537	do	Ohio	do		
	21538	Woodsfield to Clarington	Ohio	do	330 86	1 59
	21538	do	Ohio	do		
	21538	do	Ohio	do		
	21539	Caldwell to Berne	Ohio	P. R. Schnebly	214 87	68
	21539	do	Ohio	do		
	21540	Dexter City to Dexter City	Ohio	J. R. Tupper	214 00	68
	21541	Dexter City to Summerfield	Ohio	C. W. Underwood	332 50	1 06
	21541	do	Ohio	do		
	21550	Kimbolton to Coshocton	Ohio	J. R. Tupper	796 00	1 27
	21554	Uniontown to Saint Clairsville	Ohio	do	342 00	54
	21554	do	Ohio	do		
	21555	Wheeling to Cadiz	Ohio	J. Patterson	872 00	1 39
	21560	Powhatan Point to Powhtan Point	Ohio	William Stone	200 00	64
	21560	do	Ohio	do		
	21566	Cadiz to Cambridge	Ohio	J. Patterson	1,192 00	1 89
	21568	Cadiz to Saint Clairsville	Ohio	do	498 00	79
	21568	do	Ohio	do		
	21572	Scio to Carrollton	Ohio	C. W. Underwood	340 00	1 08
	21577	Knoxville to Salineville	Ohio	H. S. Mills	365 00	1 16
	21577	do	Ohio	do		
	21577	do	Ohio	do		
	21588	New Lisbon to Salineville	Ohio	J. D. Smith	312 00	1 00
	21589	New Lisbon to Wellsville	Ohio	J. R. Tupper	412 00	65
	21589	do	Ohio	do		
	21590	New Lisbon to Saint Clair	Ohio	do	272 00	87
	21591	Hanoverton to Salem	Ohio	G. Vogelson	340 00	54
	22117	Booneville to Lynnville	Ind	H. W. Winslow	440 00	70
	22321	Greenfield to Greenfield	Ind	V. Boreing	250 00	80
	22391	Rensselaer to Culp	Ind	G. W. Chambers	181 99	58
	22391	do	Ind	do		
	22394	Round Grove to La Fayette	Ind	V. Boreing	310 00	99
	22394	do	Ind	do		
	22398	Kentland to Beaver	Ind	do	299 00	95
	22477	La Porte to Three Oaks	Ind	J. N. Billings	265 00	84

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	.....	Failure round trip		
Feb. 6, 1886	.....	Failure on 11 miles	.....	$3 08
Mar. 20, 1886	Clairfield	Failure to arrive and depart		
Jan. 11, 1886	.....	Failure round trip		
Mar. 22, 1886	.....	Failure to arrive and depart	.....	4 42
Mar. 27, 31, 1886	.....	Failure half trip	.....	2 82
Jan. 9, 1886	.....	Failure round trip		
Jan. 12, 28, 1886	.....	Failure on 12 miles		
Jan. 16, 1886	.....	Failure on 3 miles	.....	4 15
Mar. 27, 1886	.....	Failure on 1 mile		
Mar. 30, 1886	Athens	Failure to arrive		
Mar. 31, 1886	....do	Failure to depart	.....	1 24
Jan. 12, 16, 1886	.....	Failure on 8 miles		
Mar. 30, 1886	.....	Failure round trip	.....	1 72
Jan. 9, 1886	.....	....do	.....	1 20
Jan. 9, 16, 1886	.....	Failure on 13 miles		
Jan. 23, 30; Mar. 27, 1886	.....	Failure on 11 miles	.....	8 33
Feb. 6, 13; Mar. 13, 1886	.....	Failure on 5 miles		
Mar. 30–31, 1886	.....	Failure round trip	.....	2 48
Mar. 29, 1886	Pin Hook Landing	Failure to arrive and depart		
Mar. 31, 1886	.....	Failure round trip	.....	4 02
Jan. 4, 1886	.....	Failure on 8½ miles		
Mar. 27, 1886	.....	Failure on 7 miles		
Mar. 30, 31, 1886	.....	Failure on 11½ miles	.....	2 61
Jan. 5, 16; Mar. 30, 1886	Riceville	Failure to arrive and depart		
Jan. 9, 1986	Big Spring	....do	.....	2 76
Jan. 12, 15, 1886	.....	Failure round trip	.....	2 52
Mar. 30, 31, 1886	.....	Failure on 5¼ miles	.....	1 04
Jan. 16, 1886	.....	Failure on 4 miles		
Mar. 30, 1886	.....	Failure on 14 miles	.....	3 47
Jan. 9, 12, 1886	Decatur	Failure to arrive and depart		
Jan. 9; Mar. 31, 1886	.....	Failure round trip	.....	2 88
Jan. 4, 1886	.....	Failure on 12¾ miles		
Jan. 11, 13; Feb. 12; Mar. 29, 31, 1886.	.....	Failure round trips	.....	9 33
Jan. 12; Mar. 30, 1886	.....	Failure on 9½ miles	.....	1 57
Jan. 11, 1886	.....	Failure round trip	.....	2 02
Jan. 9, 10, 1886	.....	Failure on 24 miles		
Jan. 13, 20, 1886	.....	Failure on 6 miles one way	.....	7 04
Mar. 29, 30, 1886	.....	Failure round trip		
Jan. 12, 1886	Woodsfield	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart	.....	2 38
Jan. 9, 1886	Clarington	Failure to arrive		
Jan. 9, 12, 1886	.....	Failure round trips		
Jan. 16, 1886	.....	Failure on 3 miles	.....	3 09
Jan. 9, 1886	.....	Failure round trip	.....	1 38
.....do	.....	Failure on 8 miles		
Jan. 12, 1886	.....	Failure on 6 miles	.....	1 69
Jan. 10, 12, 1886	.....	Failure round trip	.....	2 54
Jan. 9, 11, 13, 1886	Uniontown	Failure to arrive and depart		
Jan. 11, 13, 1886	Saint Clairsville	.....do	.....	2 70
Jan. 11, 12, 1886	.....	Failure round trips	.....	5 56
Jan. 9, 1886	.....	Failure round trip		
			.....	1 92
Jan. 12, 1886	.....	Failure half trip		
Jan. 9, 1886	Cadiz	Failure to arrive and depart	.....	1 89
.....do	.....	Failure on 11½ miles		
Jan. 11, 12, 16, 1886	.....	Failure on 4 miles	.....	2 00
Jan. 11, 1886	.....	Failure on 15½ miles	.....	1 91
Jan. 9, 1886	.....	Failure on 13 miles		
Jan. 12, 1886	.....	Failure on 15 miles	.....	5 57
Jan. 28, 30, 1886	Salineville	Failure to arrive and depart		
Feb. 13, 1886	.....	Failure on 9¼ miles	.....	1 19
Jan. 11, 1886	.....	Failure on 12 miles		
Jan. 9, 1886	Wellsville	Failure to arrive and depart	.....	1 76
Jan. 12, 1886	.....	Failure round trip	.....	1 74
Jan. 11, 1886	.....	Failure on 10½ miles	.....	1 03
Jan. 12, 14, 16, 19, 21, 23, 26, 1886.	Eby	Failure to supply both ways	$3 22	.....
Jan. 9, 1886	.....	Failure total	.....	1 60
Feb. 15; Mch. 22, 1886	.....	.....do		
Jan. 11, 1886	.....	Failure on 8½ miles	.....	3 21
Jan. 5, 1886	Round Grove	Failure to arrive and depart		
Jan. 5, 12, 1886	La Fayette	.....do	.....	2 97
Jan. 9, 1886	.....	Failure on 15 miles	.....	1 78
Jan. 11, 1886	.....	.....do	.....	1 48

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 23	22490	Scotland to Mineral City	Ind	H. V. Childress	$239 99	$0 38
	22490	do	Ind	do		
	22502	New Amsterdam to Corydon	Ind	do	139 99	67
	22504	Calestine to Kyana	Ind	do	239 99	38
	22504	do	Ind	do		
	22505	Kempton to West Middleton	Ind	W. H. Smith	163 00	78
	22505	do	Ind	do		
	22525	Huffman to Apalona	Ind	H. O. Roop	194 00	62
	26259	Cedars Mills to Litchfield	Minn	J. H. Brown	400 00	63
	26278	Amador to North Branch Station; S. S. to Branch.	Minn	J. H. Warner	238 00 633 00	76 20
	26348	Ada to Caledonia	Minn	J. B. Colegrove	407 46	1 95
	26352	Mountain Lake to Springfield	Minn	S. A. Call	360 00	1 73
	26352	do	Minn	do		
	26352	do	Minn	do		
	26352	do	Minn	do		
	26353	Hanson to Byron	Minn	H. O. Skjerreim	160 00	76
	26353	do	Minn	do		
	26353	do	Minn	do		
	26357	New Ulm to New Ulm	Minn	S. A. Pond	546 00	1 75
	26363	Bird Island to Franklin to Fort Ridgely.	Minn	do	343 04 192 96	1 64 61
	26363	do	Minn	do		
	26363	do	Minn	do		
	26374	Wastedo to Cannon River Falls	Minn	E. S. Ureing	180 00	57
	26386	Langhei to Starbuck	Minn	A. W. Sanborn	281 00	
	26392	Minnesota Lake to Mankato	Minn	B. W. Nichols	790 00	2 53
	26392	do	Minn	do		
	26418	Osage to Detroit City	Minn	A. N. Sanborn	681 00	3 27
	26422	Slettin to Maple Bay	Minn	F. C. Horton	259 00	1 24
	28339	Butler to Appleton	Mo	J. A. Craft	456 31	1 46
	28672	West Fork to Stone Hiil	Mo	do	99 00	95
	28675	Saint Louis to M. M. & T. S	Mo	R. V. Woodlief	16,998 00	
	28677	Agency to Gower	Mo	W. F. Hansberger	447 00	1 43
	28681	Milan to Princeton	Mo	do	627 33	2 00
	28681	do	Mo	do		
	28682	Antioch to Kahoka	Mo	do	199 50	63
	28700	Stockton to El Dorado Springs	Mo	do	802 73	1 28
	28708	Houston to Cabool	Mo	H. V. Childress	529 99	84
	28719	Stockton to Lamar	Mo	H. C. Slavens	1,140 00	1 81
	28719	do	Mo	do		
	28724	Prairie Home to Boonville	Mo	C. C. Morse	423 00	67
	28726	Sainte Genevieve to Red Bud	Mo	A J. Smith	901 18	1 43
	28731	Gainesville to Protem	Mo	J. S. B. Berry	317 00	1 52
	28734	Rowena to Centralia	Mo	C. C. Morse	215 74	68
	28735	Versailles to Rocky Mount	Mo	W. F. Hansberger	329 90	1 05
	28736	Versailles to Duroc	Mo	do	497 00	1 59
	28736	do	Mo	do		
	28739	Johnstown to Butler	Mo	J. R. Radford	280 00	89
	28745	Claryville to Seventy-Six	Mo	J. D. Emerson	400 00	1 28
	28749	Rockport to Tarkio	Mo	J. A. Craft	339 00	54
	28759	Worcester to Mexico	Mo	H. V. Childress	168 00	53
	31840	Marquez to Boggy	Tex	G. D. Jackson	174 00	83
	31853	Cusseta to Station Belden	Tex	do	288 00	92
	31861	Wortham to Winkler	Tex	do	344 00	1 65
	31861	do	Tex	do		
	31861	do	Tex	do		
	31866	De Leon to Desdimonia	Tex	J. B. Colegrove	444 00	70
	31867	Hico to Lanham	Tex	J. P. McClurg	156 00	75
	31880	Fort Worth to Mansfield	Tex	G. D. Jackson	660 00	1 05
	31881	Cameron to Widerville	Tex	H. Barker	250 00	2 40

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886		Failure total		$1 08
Jan. 16, 1886		Failue on 3 miles		
Jan. 9, 1886		Failur total		1 34
Jan. 11, 1886		Failure total (double pro rata)	$0 38	
Jan. 16, 1886		Failure to connect		
Jan. 9, 1886		Failure total		2 34
Feb. 16, 1886	West Middleton	Failure to arrive and depart		
Jan. 16, 1886		Failure total		1 24
Jan. 9, 16, 23, 30, 1886	Litchfield	Failure to arrive and depart		2 52
Jan. 1 to Feb. 28, 1886	Kost	Failure to supply loss of 3 miles each way (1½ pro rata).		10 32
Jan. 26, 27, 1886		Failure on 26 miles one way		3 75
Jan. 9, 23, 1886	Mountain Lake	Failure to arrive and depart		
Jan. 16, 1886		Failure on 7 miles		12 76
Feb. 9; Mch. 20, 1886		Failure on 21 miles		
Jan. 8, 22, 1886	Springfield	Failure to arrive and depart		
Jan. 4, 22, 1886		Failure total		
Jan. 15, 1886	Byron	Failure to arrive and depart		4 13
Jan. 8, 1886		Failure on 3 miles		
Jan. 7, 8, 1886		Failure half trip		3 50
Jan. 8, 1886	Three times a week service.	Failure total		
Jan. 9, 1886	Two times a week service.	do		5 11
Feb. 15, 1886	Fort Ridgely	Failure to arrive and depart three times a week.		
Jan. 4, 8, 18, 1886		Failure total		3 42
Mch. 24, 26, 1886	Langhei	Mail delivered by unsworn carrier.	1 00	
Jan. 8, 1886	Mankato	Failure to arrive		2 53
Jan. 9, 1886	do	Failure to depart		
Feb. 12, 1886		Failure half trip		3 27
Dec. 16, 26, 30, 1885		Mail carried by unsworn person.	3 00	
		Whereas the deduction ordered April 19, 1886, was based upon $43,634, instead of $45.634, as the annual pay; and whereas, a further deduction is necessary to cover the value of the omitted service, therefore, deduct		42
Jan. 11, 1886		Failure to perform service		1 90
		Failure to deliver mails on schedule time; missing connections at main office and West Saint Louis Station March 9, 1886.	5 00	
Jan. 4-5, 8-9, 1886		Failure to perform service		5 72
Jan. 8, 9, 1886		do		6 00
Mar. 9, 1886		Failure half trip		
Jan. 9, 1886		Failure to perform service		1 26
Jan. 8, 21, 1886		Failure half trip		2 56
Feb. 3, 10, 1886		Failure to perform service		3 36
Jan. 8, 1886		Failure on 16 miles of trip		3 23
Jan. 27, 28, 1886		Failure on 22 miles of trip		
Jan. 9, 1886		Failure to perform service		1 34
Jan. 8, 9, 11; Feb. 15, 1886		do		11 44
Jan. 8-9, 1886		Failure half trip		1 52
Jan 9, 1886		Failure to perform service		1 36
Jan. 9, 23, 1886		Failure to perform service		4 20
Jan. 8, 9, 1886		do		4 77
Feb. 10, 11, 1886		Failure half trips		
Jan. 8, 1886		Failure on three-fourths of a trip.		1 18
Jan. 22, 23, 1886		Failure to perform service		2 56
Jan. 4, 7, 8, 9, 1886		do		4 32
Jan. 9, 1886		do		1 06
Mar. 2, 1886	Marquez	Wet mail	1 00	
Jan. 8, 1886		Failure total		1 84
do	Wortham	Failure to arrive		2 47
Jan. 9, 1886	do	Failure to depart		
do	Winkler	Failure to arrive		
Jan. 8, 1886		Failure total		1 40
Jan. 23, 1886		do		1 50
Jan. 8; Mar. 29, 1886		do		4 20
Jan. 8, 1886		do		4 80

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 23	31884	Cold Spring to Pointblank....	Tex ...	G. D. Jackson.....	$115 00	$1 40
	31890	Buffalo to Harden's.....	Tex ...	C. L. Sisson	300 00	1 44
	34165	Clay Center to Blue Hill.....	Nebr ..	J. D. Frier	470 76	35
						1 20
	34165	.....do	Nebr ..	.....do	.....	.....
	34165	.....do	Nebr ..	.....do	.....	.....
	34165	.....do	Nebr ..	.....do	.....	.....
	34166	Dana to York.....	Nebr ..	T. H. B. Dunnegan ...	130 38	62
	34167	Sutton to Aurora	Nebr ..	M. B. Cheney	450 00	1 44
	34167	do	Nebr ..	do	.....	.....
	34169	Edgar to Superior	Nebr ..	J. R. Miner	590 60	94
	37169	.....do	Nebr ..	.....do	.....	.....
	34170	Otis to Marquette	Nebr ..	W. H. Smith	87 00	41
	34172	Aurora to Alvin.....	Nebr ..	M. B. Cheney.....	170 81	54
	34173	Albion to Oakdale.....	Nebr ..	W. A. Stoddard	529 81	1 69
	34173	.....do	Nebr ..	.....do	.....	.....
	34173	.....do	Nebr ..	.....do	.....	.....
	34173	.....do	Nebr ..	.....do	.....	.....
	34174	Central City to O'Connor	Nebr ..	B. W. Beedy	406 50	1 39
						1 12
	34176	Grand Island to Grand Island..	Nebr ..	M. B. Cheney.....	430 00	1 37
	34179	Red Cloud to Juniata.....	Nebr ..	E. P. Holmes.....	983 61	3 15
	34179	.....do	Nebr ..	.....do	.....	.....
	34181	Moline to Saint Ann.....	Nebr ..	W. H. Smith	238 00	1 14
	34181	.....do	Nebr ..	.....do	.....	.....
	34186	Minden to Franklin	Nebr ..	J. R. Miner	520 01	1 66
	34186	.....do	Nebr ..	.....do	.....	.....
	34186	.....do	Nebr ..	.....do	.....	.....
	34186	.....do	Nebr ..	.....do	.....	.....
	34186	.....do	Nebr ..	.....do	.....	.....
	34188	Kearney to Holdrege.....	Nebr ..	W. A. Stoddard	616 07	1 97
	34188	.....do	Nebr ..	.....do	.....	.....
	34188	.....do	Nebr ..	.....do	.....	.....
	34188	.....do	Nebr ..	.....do	.....	.....
	34189	Kearney to Alma.....	Nebr ..	B. Magoffin	1,249 32	3 99
	34189	.....do	Nebr ..	.....do	.....	.....
	34189	.....do	Nebr ..	.....do	.....	.....
	34189	.....do	Nebr ..	.....do	.....	.....
	34190	Kearney to Sedlov.....	Nebr ..	W. A. Stoddard	2,480 49	3 17
	34190	.....do	Nebr ..	.....do	.....	2 33
	34190	.....do	Nebr ..	.....do	.....	.....
	34190	.....do	Nebr ..	.....do	.....	.....
	34192	Plum Creek to Arnold.....	Nebr ..	L. Wambegans	1,291 09	3 04
	34192	.....do	Nebr ..	.....do	.....	1 63
	34193	Plum Creek to Arapahoe.....	Nebr ..	B. W. Beedy	618 00	1 98
	34193	.....do	Nebr ..	.....do	.....	.....
	34199	Beaver City to Norton.....	Nebr ..	W. A. Stoddard	601 36	1 92
	35108	Vermillion to Hurley	Dak ...	C. M. Pier.....	764 40	2 44
	35108	.....do	Dak ...	.....do	.....	.....
	35108	.....do	Dak ...	.....do	.....	.....
	35136	Hurley to Yankton	Dak ...	A. A. Call.....	687 28	2 20
	35136	.....do	Dak ...	.....do	.....	.....
	35136	.....do	Dak ...	.....do	.....	.....
	35136	.....do	Dak ...	.....do	.....	.....
	35136	.....do	Dak ...	.....do	.....	.....
	35340	Montclair to Harrisburgh.....	Dak ...	J. S. Brown.....	1,507 99	7 24
	35340	.....do	Dak ...	.....do	.....	.....
		RAILROAD SERVICE.				
	3044	South Braintree to Fall River .	Mass ..	Old C. Rwy.....	2,766 47	4 41
	3044	.....do	Mass ..	.....do	.....	.....
	3051	New Bedford to Fitchburgh ..	Mass ..	do	9,287 21	14 83
	3052	East Thompson to Southbridge	Mass ..	N. Y. & N. E. Rwy	846 51	1 35
	3052	do	Mass ..	do	.....	.....
	3059	Milford to Bellingham	Mass ..	M. & W. Rwy.....	210 75	33
	3059	.....do	Mass ..	.....do	.....	.....
	4001	Providence to Worcester ..	R. I ..	P. & W. Rwy	5,031 91	8 03
	4001	.....do	R. I ..	.....do	.....	.....
	8047	Downington to New Holland ..	Pa.....	Pa. Rwy. Co	1,402 90	2 24

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886		Failure total		$2 20
Jan. 8, 1886		do		2 88
Jan. 4, 7, 8, 22, 1886	Clay Center	Failure to arrive and depart six times a week		
Jan. 7, 22, 1886	Fairfield	do		4 50
Jan. 2, 9, 1886	do	Failure to arrive		
Jan. 5, 9, 1886	do	Failure to depart on two times a week service.		
Jan. 5, 9, 12, 1886		Failure total		3 72
Jan. 5, 7, 23, 1886	Sutton	Failure to arrive and depart		14 40
Jan. 4, 8, 11, 15, 18, 22, 27, 1886	Aurora	do		
Jan. 4, 5, 7, 8, 9, 22, 1886	Edgar	do		9 40
Jan. 4, 7, 8, 22, 1886	Superior	do		
Jan. 5, 9; Mar 27, 1886		Failure total		2 46
Jan. 2, 7, 9, 21, 1886		do		4 32
Jan. 8, 27; Mar 5, 31, 1886	Albion	Failure to arrive		13 52
Jan. 7, 23; Mar. 6, 27, 1886	do	Failure to depart		
Jan. 7, 23, 26; Mar. 20, 1886	Oakdale	Failure to arrive		
Jan. 8, 25, 27; Mar. 19, 1886	do	Failure to depart		
Jan. 5, 8; Mar. 19, 1886		Failure total on 28¼ miles		8 34
Jan. 7, 1886		Failure total		2 74
Jan. 12, 23, 1886	Red Cloud	Failure to arrive and depart		37 80
Jan. 4, 6, 8, 13, 18, 22, 27; Feb. 10, 12, 17, 1886.	Juniata	do		
Feb. 26, 1886	Moline	do		25 08
Jan. 2, 9, 12, 16, 19, 23, 26, 30; Feb. 2, 9, 13, 20, 23, 27; Mar. 2, 13, 16, 20, 23, 27, 30, 1886.	Saint Ann	do		
Jan. 2, 7, 9; Feb. 2, 4, 6, 9, 16, 18, 23, 27, 1886.	Minden	Failure to arrive		19 09
Jan. 4, 8, 11; Feb. 3, 5, 8, 10, 17, 19, 24, 1886.	do	Failure to depart		
Jan. 8, 1886	Franklin	Failure to arrive		5 91
Jan. 7, 1886	do	Failure to depart		
Jan. 8, 1886	Kearney	Failure to arrive		
Jan. 7, 16, 1886	do	Failure to depart		
Jan. 8, 1886	Holdrege	Failure to arrive		
Jan. 7, 9, 1886	do	Failure to depart		
Jan. 7, 16; Mar. 30, 1886	Kearney	Failure to arrive		27 93
Jan. 4, 8; Mar. 29, 1886	do	Failure to depart		
Jan. 5, 7, 14, 23, 1886	Alma	Failure to arrive		
Jan. 4, 6, 13, 22, 1886	do	Failure to depart		
Jan. 7; Mar. 19, 1886	Kearney	Failure to arrive		17 43
Jan. 7; Mar. 18, 1886	do	Failure to depart on six times a week service.		
Jan. 7; Mar. 15, 16, 18, 1886	Loup City	Failure to arrive		
Jan. 7; Mar. 17, 20, 1886	do	Failure to depart on six times a week service.		
Mar. 15, 29, 1886	Custer	Failure to arrive		6 08
Mar. 16, 31, 1886	do	Failure to depart on three times a week service.		
Mar. 27, 1886	Arapahoe	Failure to arrive		1 98
Mar. 29, 1886	do	Failure to depart		
Feb. 1, 10, 1886	Beaver City	Failure to arrive and depart		2 46
Mar. 31, 1886	Vermillion	Failure to arrive		4 88
Mar. 25, 1886	Hurley	do		
Mar. 26, 31, 1886	do	Failure to depart		
Jan. 30; Mar. 25, 1886	do	Failure to arrive		12 10
Mar. 26, 1886	do	Failure to depart		
Jan. 8, 22, 29; Mar. 29, 1886	Yankton	Failure to arrive		
Jan. 23, 30; Mar. 11, 30, 1886	do	Failure to depart		
Jan. 8, 1886	Harrisburgh	Failure to arrive		7 24
Jan. 9, 1886	do	Failure to depart		
Feb. 13, 15, 1886		Failure round trip		19 84
Feb. 16, 1886	Fall River	Failure to arrive		14 83
Feb. 15, 1886	Fitchburgh	Failure to arrive and depart		2 70
Feb. 13, 1886	East Thompson	do		1 65
Feb. 13, 15, 1886	Southbridge	Failure to arrive		12 04
Feb. 13, 1886		Failure half trip		4 48
Feb. 15, 16, 1886		Failure round trip		
Feb. 13, 1886	Providence	Failure to arrive and depart		
do	Worcester	Failure to arrive		
Feb. 5, 1886		Failure round trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 23	8048	West Chester to Phœnixville .	Pa.....	P. Rwy. Co	$787 88	$1 25
	8081	Pittsburgh to West Brownsville.	Pa.....	.....do	4,513 59	7 21
	8123	Pittsburgh to Youngstown....	Pa.....	P. & L. E. Rwy	9,906 09	13 56 4 63
	8123	.....do	Pa.....	.....do	.....	.....
	8123	.....do	Pa.....	.....do	.....	.....
	8124	Columbia to Port Deposit	Pa....	Pa. Rwy. Co	1,727 82	2 76
	8124	.....do	Pa.....	.....do	.....	.....
	8124	.....do	Pa.....	.....do	.....	.....
	21057	Jeffersonville to Clay's Junction	Ohio...	C., C. & H. V. Rwy....	1,197 00	1 91
	21057	.....do	Ohio...	.....do	.....	.....
	21057	.....do	Ohio...	.....do	.....	.....
	21057	.....do	Ohio...	.....do	.....	.....
	21057	.....do	Ohio...	.....do	.....	.....
	21057	.....do	Ohio...	.....do	.....	.....
	21060	Columbia to Hamersville.....	Ohio...	C., C. & P. Rwy.....	2,274 30	3 63
	21063	Bellaire to Zanesville.....	Ohio...	B., Z. & C. Rwy.....	5,101 67	8 14
	21063	.....do	Ohio...	.....do	.....	.....
	21063	.....do	Ohio...	.....do	.....	.....
	21064	Dayton to Dodd's.....	Ohio...	C., L. & N. Rwy	1,527 97	2 44
	21066	Hillsborough to Sardinia	Ohio...	C. & M. Rwy.....	887 81	1 41
	21066	.....do	Ohio...	.....do	.....	.....
	21078	Cincinnati to Dodd's	Ohio...	C., L. & N. Rwy	2,631 01	4 20
	21078	.....do	Ohio...	.....do	.....	.....
	21085	New Richmond to Junction to New Richmond.	Ohio...	C. & E. Rwy	626 71	1 00
	21088	Corning to C. H. V. & T. Junction.	Ohio...	O. Central Rwy.....	2,528 44	4 03
	21089	Cleveland to Chicago.....	Ohio...	N. Y. C. & St. L. Rwy.	23,483 98	37 51
	22001	Indianapolis to Vincennes.....	Ind....	Pa. Rwy. Co	8,489 84	6 78 13 56
	29012	Knobel to Forrest City.....	Ark ...	St. L., I. M. & S. Rwy .	5,007 89	6 86
	29012	.....do	Ark ...	.....do	.....	.....
	29012	.... do	Ark ...	.....do	.....	.....
		STEAMBOAT SERVICE.				
	11095	Newport News to Norfolk	Va.....	J. B. Colegrove	2,200 00	1 51
	11095	.....do	Va.....	.....do	2,200 00	1 51
	21150	Point Pleasant to Huntington .	Ohio...	William Bay.....	2,610 98	4 16
	21150	Galliopolis to Huntington	Ohio...	.....do	2,400 00	3 82

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 10, 11, 12, 13, 15, 16, 17, 1886.	Phœnixville	Failure to arrive and depart		$8 75
Mar. 12, 1886	Pittsburgh	Failure to connect (train No. 7).	$1 00	
Jan. 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24; Feb. 2, 3, 4, 7, 14; Mar. 15, 21, 23, 30, 1886.	do	Train No. 4 failed to connect with depending mails.	92 50	
Jan. 11, 14; Feb. 2, 13, 16; Mar. 6, 19, 21, 1886.	do	Train No. 8 failed to connect with depending mails.		
Jan. 3, 9, 1886	do	Train No. 12 failed to connect with depending mails.		
Feb. 13, 15, 16, 1886	Columbia	Failure to arrive and depart		
Feb. 13, 1886	Port Deposit	Failure to depart		15 18
Feb. 15, 16, 1886	do	Failure to arrive and depart		
Jan. 1, 2, 4, 5, 6, 9, 29, 30; Feb. 15, 16, 19, 22, 23; Mar. 8, 9, 10, 13, 19, 20, 23, 24, 26, 1886.		Failure half trip		
Jan. 11, 1886		Failure round trip		
Jan. 12, 1886	Between New Burlington and Jeffersonville, (25.25 miles).	Failed both ways		54 08
Feb. 20, 1886	Between Jeffersonville and Bowersville, (11.25 miles).	Failed one way		
Jan. 13, 1886	do	Failed both ways		
Jan. 15, 16, 1886	do	Failed one way		
Jan. 9, 1886		Failure round trip		7 26
Jan. 4, 5, 8, 15, 22, 27; Feb. 1, 2, 3, 4, 9, 10, 11, 13, 15; Mar. 1, 5, 22, 23, 24, 29, 30, 1886.	Bellaire	Failed to connect with depending mails (train No. 5).	89 50	
Jan. 4; Mar. 31, 1886		Failure half trip		65 12
Jan. 9, 11, 12, 1886		Failure round trip		
Jan. 9, 12, 1886		do		9 76
Jan. 8; Feb. 5, 1886		Failure half trip		
Jan. 9, 11, 12, 13; Feb. 3, 4, 1886.		Failure round trip		19 74
Jan. 11, 1886		do		
Jan. 12, 1886		Failure half trip		12 60
Mar. 19, 20, 1886		do		2 00
Mar. 31, 1885		do		4 03
Feb. 15, 1886	Chicago	Failure to connect	18 75	
Feb. 4, 5, 12; Mar. 9, 1886	Indianapolis	Failure to connect (train No. 6).	13 50	
Feb. 4, 1886	Knobel	Failure to arrive		
Feb. 5, 1886	do	Failure to depart		13 72
Feb. 3, 1886	Forrest City	Failure to arrive and depart		
		Whereas, the deduction ordered Oct. 24, 1885, of the sum of $104.12 should have been $114.76, therefore deduct additional		10 64
		Whereas, the deduction ordered Jan. 12, 1886, of the sum of $76.24 should have been $78.52, therefore deduct additional		7 28
		Whereas, the deduction ordered Apr. 19, 1886, was computed upon the assumption that the price of half trips was $2.08 and $1.91 when they should have been stated at $4.16 and $3.82, respectively, and a further deduction being necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct		18 38

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STEAMBOAT SERVICE.				
1886. Apr. 23	11205	Milford to Bowling Green.....	Va.....	W. Ennis	$190 50	$0 10
	16091	Tampa to Key West.....	Fla	James Mackay	23,600 00	113 45
		STAR SERVICE.				
Apr. 24	399	Houlton to New Limerick.....	Me	L. Nichols	230 00	36
	399	....do	Me	.....do	....	....
	400	Houlton to Linneus.....	Me	J. B. Bryan	219 00	34
	401	Linneus to Island Falls.....	Me	J. Vail	80 00	76
	401	.....do	Me	.....do	.....	.....
	402	Sherman Mills to Sherman....	Me	J. Perry	120 00	19
	402	.....do	Me	.....do	.....	.....
	403	Patten to Smyrna Mills.....	Me	J. E. Feely	125 00	40
	403	.....do	Me	.....do	.....	.....
	403	.....do	Me	.....do	.....	.....
	403	.....do	Me	.....do	.....	.....
	404	Patten to Ashland	Me	J. M. Dorman	594 00	2 85
	404	.....do	Me	.....do	.....	.....
	404	.....do	Me	.....do	.....	.....
	404	.....do	Me	do	.....	.....
	406	Blaine to Fort Fairfield.....	Me	W. L. Argue	570 00	91
	406	.....do	Me	.....do	.....	.....
	406	.....do	Me	.....do	.....	.....
	406	.....do	Me	.....do	.....	.....
	406	.....do	Me ..	.....do	.....	.....
	407	Fort Fairfield to Limestone ..	Me	N. Durepo	285 00	45
	407	.....do	Me	.....do	.....	.....
	410	Fort Kent to Saint Thomas	Me	S. Violette	59 00	56
	412	Presque Isle to Ashland	Me	J. M. Dorman	297 00	47
	412	.....do	Me	.....do	.....	.....
	412	....do	Me	.....do	.....	.....
	412	....do	Me	.....do	.....	.....
	412	.....do	Me	.....do	.....	.....
	413	Presque Isle to Washburn.	Me	L. T. Manson	240 00	38
	413	.....do	Me	.....do	.....	.....
	413	....do	Me	.....do	.....	.....
	414	Presque Isle to Caribou.....	Me	L. Nichols	380 00	60
	414	.....do	Me	.... do	.....	.....
	414	.. do	Me	.....do	.....	.....
	415	Caribou to Perham	Me	D. C. Landes.....	218 00	69
	416	Caribou to New Sweden	Me	H. H. Putnam.....	143 00	45
	417	Caribou to Van Buren	Me	L. Nichols	660 00	1 05
	417	.....do	Me	.....do	.....	.....
	417	.....do	Me	.....do	.....	.....
	417	.....do	Me	.....do	.....	.....
	420	Skowhegan to South Solon.....	Me	.....do	220 00	35
	420	.....do	Me	.....do	.....	.....
	420	.....do	Me	.....do	.....	.....
	420	....do	Me	.....do	.....	.....
	421	Harmony to Athens	Me	.....do	244 00	38
	421	.....do	Me	.....do	.....	.....
	421	... ..do	Me	.....do	.....	.....
	421	... ..do	Me	.....do	.....	.....
	421	... do	Me	.....do	.....	.....
	422	North New Portland to Flagstaff.	Me	W. L. Argue	320 00	1 53
	422	.....do	Me	.....do	.....	.....
	422	.....do	Me	.....do	.....	.....
	422	.....do	Me	.....do	.....	.....
	6585	Livonia Station to Canadice ...	N. Y...	J. F. Gilbert	399 00	53
						19
	11357	Standardville to Elkton	Va	P. R. Schnebly	189 00	90
	11357	.....do	Va	.....do	.....	.....
	11628	Bickley's Mills to Wise C. H...	Va	G. H. Skeen	550 00	87
	11650	Jonesville to Turkey Cove	Va	V. Boreing.....	229 00	73
	11650	.....do	Va	.....do	.....	.....
	11650	.....do	Va	.....do	.....	.....
	11550	.....do	Va	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $0 90 of the deduction noted in report for week ended Apr. 6, 1886, it having been shown by a re-examination that the deduction of $1.80, reported Apr. 6, 1886, should have been $0.90.				
Remit 56 72 of the deduction noted in report for week ended Oct. 10, 1885, it having been shown that failure to connect at Tampa July 17, 1885, was due to a heavy gale.				
Feb. 27; Mar. 1, 2, 3, 1886	Houlton	Failure to arrive and depart		$2 52
Feb. 27; Mar. 1, 2, 1886	New Limerick	do		
Feb. 26, 27; Mar. 1, 2, 3, 1886		Failure to perform service		3 40
Feb. 13; Mar. 6, 13, 1886		Failure on 10 miles		4 37
Feb. 27, 1886		Failure total		
Feb. 27; Mar. 1, 2, 1886	Sherman Mills	Failure to arrive and depart		1 14
Feb. 27; Mar. 1, 2, 1886	Sherman	do		
Feb. 27; Mar. 2, 1886	Patten	Failure to arrive		1 60
Feb. 27; Mar. 2, 1886	Smyrna Mills	Failure to depart		
Mar. 1, 2, 1886	do	Failure to arrive		
Mar. 1, 3, 1886	Patten	Failure to depart		
Feb. 3, 5, 1886		Failure on 35 miles both ways		14 37
Feb. 26; Mar, 31, 1886	Ashland	Failure to arrive		
Mar. 30, 1886	Patten	do		
Mar. 31, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 2, 1886	Blaine	Failure to arrive and depart		7 28
Mar. 3, 1886	do	Failure to depart		
Mar. 4, 1886	do	Failure to arrive		
Feb. 26; Mar 1, 2, 3, 1886	Fort Fairfield	do		
Feb. 27; Mar. 1, 2, 4, 1886		Failure to depart		
Feb. 27; Mar. 1, 1886		Failure to perform service		2 25
Mar. 2, 1886	Fort Fairfield	Failure to arrive and depart		1 12
Mar. 4, 1886		Failure round trip		
Feb. 26, 27; Mar. 1, 2, 1886	Presque Isle	Failure to arrive and depart		3 25
Mar. 3, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 1886	Ashland	Failure to arrive and depart		
Mar. 2, 1886	do	Failure to arrive		
Mar. 4, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 1886	Presque Isle	Failure to arrive and depart		1 71
Mar. 2, 1886	do	Failure to depart		
Feb. 27; Mar. 2, 1886	Washburn	Failure to arrive and depart		
Feb. 27; Mar. 1, 2, 1886	Presque Isle	do		3 60
Feb. 26; Mar. 1, 2, 1886	Caribou	Failure to arrive		
Feb. 27; Mar. 1, 2, 1886	do	Failure to depart		2 76
Feb. 27; Mar. 2, 1886		Failure to perform service		1 80
Feb. 27; Mar. 1, 1886		do		
Jan. 20; Feb. 26, 27; Mar. 1, 2, 1886.	do	Failure to depart		8 40
Jan. 21; Feb. 27; Mar, 1, 1886.	do	Failure to arrive		
Jan. 20; Feb. 27; Mar. 1, 3, 1886.	Van Buren	do		
Jan. 21; Feb. 27; Mar. 1, 2, 1886.	do	Failure to depart		
Feb. 26, 27; Mar. 2, 3, 1886	Skowhegan	Failure to arrive		2 80
Feb. 27; Mar. 1, 2, 1886	do	Failure to depart		
Feb. 26, 27; Mar 1, 2, 3, 1886	South Solon	do		
Feb. 26; Mar. 1, 2, 3, 1886	do	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 1886.	Harmony	do		3 99
Feb. 27, 17; Mar. 2, 1, 3, 1886.	do	Failure to depart		
Feb. 25, 27; Mar. 1, 2, 3, 4, 1886.	Athens	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 4, 1886	do	Failure to depart		
Feb. 27: Mar. 2, 1886	N. New Portland	Failure to arrive		5 35
Mar 1, 1886	do	Failure to depart		
Feb 26; Mar. 1, 1886	Flagstaff	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to depart		2 88
Feb. 16; Mar. 23, 1886	On the route	Failure to preform service		
Jan. 30, 1886		Failure on 11½ miles		2 08
Jan. 9, 1886		Failure half trips		
Jan. 9; Feb. 3, 5, 6; Mar. 30, 31, 1886.	Brickley's Mills	Failure to arrive and depart		5 22
Jan. 5, 14, 16, 21; Mar. 27, 1886.		Failure on 15 miles		14 46
Jan. 9, 1886		Failure on 19 miles		
Jan. 12; Mar. 30, 1886		Failure total		
Jan. 19, 28, 30; Feb. 4, 11, 13; Mar. 23, 25, 1886.		Failure half trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 24	11653	Jonesville to Turkey Cove	Va.	J. C. Foley	$198 50	$0 63
	11653	do	Va.	do		
	11653	do	Va.	do		
	11653	do	Va.	do		
	11644	Turkey Cove to Wise C. H.	Va.	W. B. Catching	315 00	1 00
	12133	Gold Hill to Deer Run	W. Va.	Katerman & Landes	133 00	63
	12133	do	W. Va.	do		
	12134	Gold Hill to Hopeville	W. Va.	J. R. Rohrbaugh	59 00	56
	12134	do	W. Va.	do		
	12190	Fairmont to Morgantown	W. Va.	B. W. Beedy	394 10	1 26
	12214	Bellton to Lynn Creek	W. Va.	J. D. Smith	147 00	70
	12214	do	W. Va.	do		
	12214	do	W. Va.	do		
	12234	Saint Mary's to Hebron	W. Va.	G. W. Chambers	139 99	66
	12271	Replete to Webster	W. Va.	F. H. Nolloham	344 30	1 10
	12271	do	W. Va.	do		
	12305	Clay C. H. to Strange Creek	W. Va.	J. Rogers	66 00	63
	12305	do	W. Va.	do		
	12337	Winfield to Flat Fork	W. Va.	W. H. Smith	388 00	1 86
	12347	Cove Creek to Warren	W. Va.	W. S. Enochs	140 00	1 34
	12347	do	W. Va.	do		
	12357	do	W. Va.	do		
	12355	Rich Creek to Mouth of Pond	W. Va.	J. R. Browning	340 00	3 26
	12355	do	W. Va.	do		
	12355	do	W. Va.	do		
	12356	Lake to Madison	W. Va.	O. B. Bias	123 00	59
	12359	Hewitt to Man	W. Va.	J. H. Browning	145 00	1 39
	12359	do	W. Va.	do		
	12373	Coal River Marshes to Jarrold's Valley.	W. Va.	J. A. Petay	132 00	1 26
	12384	Indian Creek to Lindside	W. Va.	J. M. Hinton	144 00	46
	12384	do	W. Va.	do		
	12386	Sweet Springs to Simmonsville.	W. Va.	C. O. Baker	297 00	1 42
	13386	do	W. Va.	do		
	12386	do	W. Va.	do		
	12389	Lindside to Curve	W. Va.	B. W. Beedy	167 00	53
	12389	do	W. Va.	do		
	12389	do	W. Va.	do		
	12398	Oceana to North Springs	W. Va.	F. Cook	160 00	76
	12408	Gauley Bridge to Clay C. H	W. Va.	J. D. Smith	880 00	1 40
	12408	do	W. Va.	do		
	12408	do	W. Va.	do		
	12408	do	W. Va.	do		
	12424	North Spring to Man	W. Va.	A. S. Easley	142 88	1 36
	12424	do	W. Va.	do		
	12424	do	W. Va.	do		
	12431	Aurora to Saint George	W. Va.	V. Boreing	416 00	66
	12431	do	W. Va.	do		
	12431	do	W. Va.	do		
	12431	do	W. Va.	do		
	12431	do	W. Va.	do		
	12431	do	W. Va.	do		
	12434	Clendenin to Clay C. H	W. Va.	H. Pierson	299 00	1 43
	12434	do	W. Va.	do		
	13434	do	W. Va.	do		
	12448	Huntington to Wayne	W. Va.	Dillon & Sellards	430 00	68
	12448	do	W. Va.	do		
	12448	do	W. Va.	do		
	14155	Edgefield to Parksville	S. C.	E. T. Clemmons	349 00	1 11
	14204	Branchville to Varnville	S. C.	E. W. & M. E. Carter	400 00	1 92
	14204	do	S. C.	do		
	14210	Hampton to Ridgeland	S. C.	do	400 00	1 92
	14210	do	S. C.	do		
	14229	Manning to Manning	S. C.	S. D. Castleman	426 00	1 36
	14229	do	S. C.	do		
	14240	Chesterfield to Jefferson	S. C.	S. L. Gay	424 00	1 35
	14240	do	S. C.	do		
	14241	Cheraw to Chesterfield	S. C.	E. T. Clemmons	329 00	52
	14243	Jefferson to Camden	S. C.	E. D. Castleman	537 43	2 58
	14248	Marion to Conway	S. C	E. T. Clemmons	419 00	2 01
	14248	do	S. C.	do		
	14248	do	S. C.	do		
	14250	Marion to Marion	S. C.	D. S. Goodyear	493 00	1 59
	14254	Single to Rome	S. C.	S. D. Castleman	306 00	98
	14254	do	S. C.	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 6, 18, 20, 22, 28; Feb. 12, 26, 1886.	.....	Failure on 10½ miles.....		
Mar, 22, 29, 1886.....	.....	Failure on 8½ miles.....	.....	$12 50
Jan. 11, 13; Feb. 12; Mar. 31, 1886.	.....	Failure total		
Mar. 24, 26. 1886	.....	Failure ½ trip		
Jan. 9; Feb. 5; Mar. 24, 1886.	.....	Failure ½ trips.....	.....	3 00
Jan. 2, 1886	.....	Failure total.....	.....	1 68
Mar. 30, 1886.....	.....	Failure on 6½ miles.....		
Jan. 6; Feb 17, 1886.....	.....	Failure ½ trip.....	.....	2 24
Mar. 31, 1886	.....	Failure total		
Jan. 11, 1886	Morgantown	Failure to arrive and depart ..	.....	1 26
Jan. 9, 12; Mar. 30, 1886	.....	Failure total.....		
Jan. 5. 1886	.....	Failure on 8½ miles.....	.....	5 54
Feb. 13, 1886	.....	Failure on 5 miles		
Jan. 9; Feb. 16, 1886	.....	Failure ½ trips	.....	1 32
Jan. 5, 12, 19, 1886.....	.....	Failure on 21 miles	.....	6 57
Mar. 31, 1886	.....	Failure ¼ trip		
Jan. 15, 1886	.....	Failure total.....	.....	2 52
Jan. 1, 29, 1886.....	.....	Failufe ½ trips		
Jan. 9, 12, 16; Feb. 5, 1886 ..	.....	Failure total.....	.....	14 88
Jan. 6, 1886	.....	Failure on 17 miles		
Mar. 31, 1886.....	.....	Failure on 4 miles	.....	3 28
Mar. 24, 1886.....	.....	Failure ½ trip		
Jan. 23, 30; Feb. 6, 1, 3, 1886.	Rich Creek.	Failure to arrive.....		
Mar. 31, 1886	... do	Failure to depart.....	.....	11 41
Feb. 4, 1886	Mouth of Pond ...	Failure to arrive and depart..		
Feb. 13, 1886	.....	Failure total.....	.....	1 18
Jan. 5, 1886	.....	Failure ½ trip	.....	2 17
Jan. 12. 1886	.....	Failure on 8 miles		
Feb. 5, 6, 1886.....	.....	Failure total.....	.....	2 52
Mar. 31, 1886	.....	.....do	.....	2 76
Jan. 4, 11, 13; Feb. 5, 1886....	Lindside	Failure to arrive and depart..		
Jan. 8; Mar. 30, 1886..	Sweet Springs	Failure to arrive.....		
Jan. 4, 1886	Simmonsville	.....do	.....	7 84
Jan. 5, 1886	....do	Failure to depart.....		
Jan. 4, 1886	.....	Failure ¼ mile.....		
Jan. 11, 29; Mar. 31, 1886.....	.....	Failure ½ mile	.....	1 38
Feb. 3. 5, 1886.....	.....	Failure on 6 miles.....		
Jan. 9, 19; Feb. 6, 9; Mar. 27, 30, 1886.	.....	Failure on 12 miles	.....	4 96
Feb. 4, 5, 1886	.....	Failure ⅓ trip		
Jan. 9, 1886	.....	Failure on 27 miles	.....	8 73
Feb. 10, 1886	.....	Failure on 25 miles		
Mar. 31, 1886	.....	Failure on 24 miles		
Feb. 3, 10, 1886	.....	Failure on 11 miles		
Jan. 6. 13, 20; Mar. 24, 31, 1886	.....	Failure total.....	.....	17 94
Jan 27, 1886	.....	Failure ½ trip.....		
Jan. 8, 1886	.....	Failure on 8 miles.....		
Jan. 12, 1886	.....	Failure on 11 miles		
Feb. 3. 1886	.....	Failure on 13 miles	.....	7 29
Mar. 20, 1886	.....	Failure no 6 miles		
Mar. 23, 1886	.....	Failure on 5 miles		
Jan. 11, 13; Feb. 20, 1886.....	.....	Failure total.....		
Mar. 29, 1886	Clendenin	Failure to arrive.....		
Mar. 30, 1886.....	....do	Failure to depart.....	.....	3 57
Jan. 4; Mar. 30, 1886.....	Clay C. H	Failure to arrive and depart..		
Jan. 9, 16, 18; Mar. 31, 1886 ..	Huntington.	Failure to arrive		
Jan. 9, 18, 1886.....	....do	Failure to depart	.....	4 08
Jan. 9, 18; Mar. 31, 1886 . ..	Wayne C. H.....	Failure to arrive and depart..		
Jan. 9, 1886	.....	Failure half trip	.....	1 11
Jan. 11, 1886.....	.....	Failure on 43 miles.....		
Jan. 15, 1886.....	.....	Failure on 27 miles.....	.....	6 10
Jan. 11, 1886....	.....	Failure on 43 miles.....		
Jan. 15, 1886.....	.....	Failure on 39 miles.....	.....	6 99
Jan. 6, 1886.....	.....	Failure half trip		
Jan. 11, 1886.....	.....	Failure round trip	.....	4 08
Jan. 25, 1886.....	Chesterfield	Failure to arrive and depart ..		
Jan. 26, 1886	Jefferson	do	.....	2 70
Mar. 31, 1886	.....	Failure round trip	.....	1 04
Mar. 24, 1886	.....	Failure on 22 miles.....	.....	2 41
Jan. 12, 1886.....	Conway	Failure to arrive.....		
Jan. 15, 1886	.....	Failure to depart	.....	3 65
Jan. 16, 1886	.....	Failure on 14 miles.....		
Jan. 13, 14, 15, 16, 1886.....	....	Failure round trips	.....	6 36
Jan 13, 1886.....	Rome	Failure to arrive and depart ..		
.....do	Single	Failure to arrive.....	.....	1 47

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 24	14263	Georgetown to Kingstree	S. C ...	J. F. Logan	$888 00	$2 84
	14263	.....do	S. C ...	.....do	.....	.....
	14263	.....do	S. C ...	.....do	.....	.....
	14263	.....do	S C	.....do	.....	.....
	14266	Bucksville to Brook Green	S. C....	S. D. Castleman.....	316 00	1 01
	14267	Fort Harrelson to Fair Bluffs..	S. C....	E. T. Clemmons.....	1, 371 00	2 18
	14267	.....do	S. C....	.....do	.....	.....
	14267	.... do	S. C ...	.....do	.....	.....
	14272	Goshen Hill to Lylesford	S. C....	J. E. Cofield.....	195 00	62
	14274	Mullins to Bermuda	S. C....	J. Lovelace	211 00	1 01
	14286	White Hall to Hendersonville..	S. C....	J. D. Smith	116 00	.....
	14291	Hartsville to Chesterfield.....	S. C....	E A. Ragan.....	167 00	1 00
	19245	Evansville to Decatur	Tenn ..	W. H. Cox	403 50	54 75
	19245	.....do	Tenn ..	.....do	.....	.....
	19245	.....do	Tenn ..	.....do	.....	.....
	19245	.....do	Tenn ..	.....do	.....	.....
	19245	.....do	Tenn ..	.....do	.....	.....
	19245	.....do	Tenn ..	.....do	.....	.....
	19245	... do	Tenn ..	.....do	.....	.....
	19245	.....do	Tenn ..	.....do	.....	.....
	19254	Cleveland to Decatur	Tenn ..	R. B. Hunter.....	418 00	1 33
	19255	Cleveland to Hughes	Tenn ..	P. R. Schnebly	179 00	86
	19255	.. do	Tenn ..	.....do	.....	.....
	19257	Cleveland to Ducktown.....	Tenn ..	M. T. Fonts	719 00	2 30
	19257	.....do	Tenn ..	.....do	.....	.....
	19257	.....do	Tenn ..	.....do	.....	.....
	19257	.....do	Tenn ..	.....do	.....	.....
	19265	Daisy to Fillmore.....	Tenn ..	Arms & Howard.....	83 00	79
	19265	. do	Tenn ..	.....do	.....	.....
	19268	King's Creek to Stockton.....	Tenn ..	J. A. Haggard	295 00	94
	19268	.....do	Tenn ..	.....do	.....	.....
	19268	.....do	Tenn ..	.....do	.....	.....
	19268	.....do	Tenn ..	.....do	.....	.....
	19268	.....do	Tenn ..	.....do	.....	.....
	19268	.....do	Tenn ..	.....do	.....	.....
	19270	Webster to Jenks	Tenn ..	J. R. Pigg.....	180 00	28
	19272	Morgantown to London.....	Tenn ..	Morton & Anderson ..	439 00	70
	19272	.....do	Tenn ..	.....do	.....	.....
	19275	Houkville to Kingston.....	Tenn ..	W. B. Catching	198 00	31
	19275	.....do	Tenn ..	.....do	.....	.....
	19275	.....do	Tenn ..	.....do	.....	.....
	19277	Kingston to D'Armend	Tenn ..	C. D. Moore.....	191 99	61
	19277	.....do	Tenn ..	.... do	.....	.....
	19278	Clinton to Wartburgh.....	Tenn ..	W. F. Costellow	655 92	77
	19278	.....do	Tenn ..	.....do	.....	82
	19279	Clinton to Andersonville	Tenn ..	W. D. Catching	275 00	43
	19279	.....do	Tenn ..	.....do	.....	.....
	19280	Robertsville to Guenther	Tenn ..	.....do	75 79	36
	19281	Robertsville to Powell's Station	Tenn ..	.....do	215 00	68
	19281	.....do	Tenn ..	.....do	.....	.....
	19281	.....do	Tenn ..	.....do	.....	.....
	19282	Oliver Spring to High Home...	Tenn ..	S. D. Dimean	255 85	1 22
	19282	.....do	Tenn ..	.....do	.....	.....
	19283	Jeffers to Crooked Fork	Tenn ..	W. F. Costellow.....	321 00	1 54
	16283	.....do	Tenn ..	.....do	.....	.....
	19287	Helenwood to Parch Corn	Tenn ..	.....do	130 00	62
	18287	.....do	Tenn ..	.....do	.....	.....
	19288	Winfield to Newcomb	Tenn ..	.....do	339 00	1 08
	19288	.....do	Tenn ..	.....do	.....	.....
	19295	Farmingdale to Evansville ...	Tenn ..	.....do	255 22	1 22
	19295	....do	Tenn ..	.....do	247 45	30
	19296	Balta to Crossville.....	Tenn ..	.....do	.....	49
	19296	.....do	Tenn ..	Ferguson & Hale	229 00	73
	19299	Pikeville to Spencer.....	Tenn ..	.....do	.....	.....
	19299	.....do	Tenn ..	.....do	.....	.....
	19300	Pikeville to Crossville	Tenn ..	Annis & Howard	343 49	1 09
	19300	.....do	Tenn ..	.....do	.....	.....
	19300	.....do	Tenn ..	.....do	.....	.....
	19301	Pikeville to Dayton	Tenn ..	Ferguson & Hall	297 40	47
	19302	Pikeville to Pikeville.....	Tenn ..	Annis & Howard	217 49	69
	19303	Dunlap to Dunlap	Tenn ..	W. C. Merriman.....	436 00	69
	19303	.....do	Tenn ..	.....do	.....	.....
	19304	Dunlap to Gruetli	Tenn ..	.....do	200 00	96

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12; Mar. 23, 25, 1886	Georgetown	Failure to arrive		
Jan. 13; Mar. 24, 26, 1886	do	Failure to depart		
Jan. 11, 15; Mar. 24, 26, 1886	Kingstree	Failure to arrive	.....	$17 04
Mar. 23, 25, 1886	do	Failure to depart		
Jan. 13, 1886	Brook Green	Failure to arrive and depart	.....	1 01
Jan. 5, 6, 7, 12, 13, 14, 1886	.....	Failure on 28 miles		
Jan. 4, 8, 11, 15, 1886	.....	Failure on 28 miles one way	.....	19 00
Jan. 8, 1886	.....	Failure on 7 miles		
Jan. 6, 11, 1886	Lylesford	Failure to arrive and depart	.....	1 24
Jan. 11, 1886	Bermuda	do	.....	1 01
In first quarter, 1886	.....	No evidence of service	.....	29 00
Jan. 14, 15, 1886	.....	Failure round trip	.....	3 20
Jan. 4, 1886	.....	Failure on $7\frac{5}{8}$ miles		
Jan. 8, 1886	.....	Failure on $7\frac{1}{8}$ miles		
Mar. 31, 1886	.....	Failure on $7\frac{1}{4}$ miles		
Jan. 13, 15, 18, 1886	Decatur	Failure to arrive and depart ($14\frac{11}{12}$ miles).	.....	7 74
Jan. 7, 1886	.....	Failure on $5\frac{5}{8}$ miles		
Jan. 9, 1886	Evansville	Failure to arrive and depart		
Jan. 12, 14, 21, 30, 1886	Decatur	Failure to arrive and depart ($10\frac{3}{4}$ miles).		
Jan. 12, 14; Mar. 30, 1886	.....	Failure on 17 miles	.....	3 99
Jan. 12, 1886	.....	Failure on $1\frac{1}{2}$ miles		
Mar. 30, 1886	.....	Failure round trip	.....	1 87
Jan. 13, 1886	.....	Failure on $28\frac{1}{4}$ miles		
Jan. 11, 1886	.....	Failure on 23 miles		
Jan. 15, 1886	.....	Failure on $18\frac{1}{4}$ miles	.....	11 40
Mar. 30, 1886	.....	Failure on $40\frac{1}{4}$ miles		
Jan. 2, 1886	Daisy	Failure to arrive and depart		
Jan. 9, 1886	Fillmore	do	.....	1 58
Jan. 12, 1886	King's Creek	Failure to arrive		
Jan. 13, 1886	do	Failure to depart		
do	Stockton	Failure to arrive	.....	3 76
Jan. 14, 1886	do	Failure to depart		
Mar. 30, 1886	.....	Failure round trip		
Mar. 30, 31, 1886	.....	Failure round trips	.....	1 12
Jan. 9, 11, 12, 1886	.....	Failure on 13 miles		6 44
Mar. 30, 31, 1886	.....	Failure round trips	.....	
Jan. 12, 13; Mar. 30, 31, 1886	.....	do		
Jan. 11, 1886	Kingston	Failure to arrive	.....	2 79
Jan. 16, 1886	do	Failure to depart		
Jan. 9, 1886	.....	Failure on 4 miles		1 22
Jan. 16, 1886	Kingston	Failure to arrive and depart.	.....	
Jan. 12, 1886	.....	Failure on 14 miles twice a week service.	.....	4 61
Mar. 30, 1886	On the route	Failure round trip		
Jan. 11, 12, 13, 14, 15, 16, 18, 19; Feb. 5, 13; Mar. 22, 1886.	.....	Failure on $1\frac{1}{2}$ miles	.....	2 71
Feb. 12; Mar. 30, 31 1886	.....	Failure on $4\frac{1}{2}$ miles		
Jan. 19, 13, 27, 1886	.....	Failure round trips	.....	2 16
Jan. 5, 19, 1886	.....	Failure on 6 miles		
Jan. 9, 12, 14, 16, 23, 26, 1886	.....	Failure round trip	.....	10 15
Mar. 30, 1886	.....	Failure on $11\frac{1}{2}$ miles		
Feb. 12, 1886	.....	Failure on $14\frac{1}{2}$ miles		
Mar. 30, 1886	.....	Failure round trip	.....	4 08
Jan. 12, 15, 19, 1886	.....	Failure on 18 miles		
Mar. 30, 1886	.....	Failure on $34\frac{3}{4}$ miles	.....	7 64
Jan. 9, 1886	.....	Failure round trip		
Feb. 3, 31, 1886	Parch Corn	Failure to arrive and depart	.....	2 48
Feb. 3, 5, 12, 1886	Winfield	do		
Feb. 4, 6, 13; Mar. 27, 30, 1886.	Newcomb	do	.....	64
Mar. 31, 1886	Farmingdale	Failure to depart		
do	Evansville	Failure to arrive	.....	1 22
do	.....	Failure round trip ($6\frac{1}{2}$ miles)		
Jan. 12, 16; Mar. 27, 30, 1886	.....	Failure round trip ($10\frac{1}{2}$ miles)	.....	4 52
Jan. 9, 12; Feb. 4; Mar. 30, 1886.	.....	Failure round trips	.....	6 46
Mar. 2, 1886	.....	Failure on 9 miles		
Jan. 9, 11, 13, 15, 27, 1886	.....	Failure on 16 miles		
Mar. 31, 1886	Pikeville	Failure to depart	.....	6 76
do	Crossville	Failure to arrive		
Jan. 9, 11; Feb. 5; Mar. 30, 31, 1886.	.....	Failure round trip	.....	4 70
Jan. 11; Mar. 31, 1886	.....	do	.....	2 76
Jan. 11, 13; Mar. 30, 1886	.....	Failure round trips	.....	5 35
Mar. 31, 1886	.....	Failure on 18 miles		
Jan. 11, 1886	.....	Failure round trip	.....	1 92

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 24	19306	Jasper to Tracy City	Tenn ..	M. A. Moore	$318 00	$11 52
	19306	....do	Tenn ..	....do		
	19308	Winchester to Decherd	Tenn ..	J. B. Colegrove	190 00	
	19312	Morrison to Leoni	Tenn ..	N. Winnett	125 00	60
	19313	Morrison to Viola	Tenn ..	J. Wooten	200 00	31
	19315	McMinnville to Beersheba	Tenn ..	Houchin & Biles	265 00	84
	19315	....do	Tenn ..	....do		
	19322	Perilla to Mount Gilead	Tenn ..	D. H. Walder	209 91	1 00
	19322	....do	Tenn ..	....do		
	19324	Sparta to Cookville	Tenn ..	M. S. Masser	342 86	54
	19324	....do	Tenn ..	....do		
	19324	....do	Tenn ..	....do		
	19324	....do	Tenn ..	....do		
	19324	....do	Tenn ..	....do		
	19324	....do	Tenn ..	....do		
	19325	Sparta to Beaver Hill	Tenn ..	Bradley & Miller	287 25	38
	19325	....do	Tenn ..	....do		53
	19334	Cookville to Livingston	Tenn ..	J. M. Copeland	599 00	95
	19334	....do	Tenn ..	....do		
	19334	....do	Tenn ..	....do		
	19335	Beaver Hill to Nettle Carrier	Tenn ..	W. B. Catching	190 00	91
	19335	....do	Tenn ..	....do		
	19335	....do	Tenn ..	....do		
	19335	....do	Tenn ..	....do		
	21595	Columbiana to Youngstown	Ohio ...	J. Patterson	449 00	71
	21609	Massillon to Koch's	Ohio ...	J. R. Tupper	524 00	83
	21609	....do	Ohio ...	....do		
	21609	....do	Ohio ...	....do		
	21627	Medina to Akron	Ohio ...	P. W. Fosket	315 00	1 00
	21628	Medina to Wadsworth	Ohio ...	J. R. Tupper	197 00	63
	21632	Bennett's Corners to Brecksville.	Ohio ...	....do	319 00	50
	21635	Western to Star to Akron	Ohio ...	....do	234 00	75
	21637	Peninsula to West to Richfield	Ohio ...	William E. Shepard	199 00	15½
	21642	West Salem to Plimpton	Ohio ...	C. W. Underwood	540 00	1 73
	21644	Wooster to Spencer	Ohio ...	T. P. Hartsel	474 00	1 51
	21646	Wooster to Creston	Ohio ...	W. F. Steel	399 00	63
	21646	....do	Ohio ...	....do		
	21646	....do	Ohio ...	....do		
	21646	....do	Ohio ...	....do		
	21648	Wooster to Ashland	Ohio ...	C. W. Fox	460 00	1 47
	21653	Chardon to Chester Cross-Roads.	Ohio ...	C. W. Underwood	244 00	78
	21653	....do	Ohio ...	....do		
	21654	Chardon to Rome	Ohio ...	T. H. Eaton	625 00	99
	21654	....do	Ohio ...	....do		
	21654	....do	Ohio ...	....do		
	21659	Mantua Station to Burton	Ohio ...	J. R. Tupper	484 00	77
	21659	....do	Ohio ...	....do		
	21669	Gustavus to Burgh Hill	Ohio ...	E. Morse	294 00	46
	21669	....do	Ohio ...	....do		
	21669	....do	Ohio ...	....do		
	21672	Warren to Sharon	Ohio ...	J. Patterson	417 00	66
	21676	Geneva to Rock Creek	Ohio ...	J. R. Tupper	398 00	63
	21679	Windsor to Trumbull	Ohio ...	....do	397 00	63
	21679	....do	Ohio ...	....do		
	21679	....do	Ohio ...	....do		
	22392	Dern to Wolcott	Ind	C. W. Chambers	251 99	80
	22392	....do	Ind	....do		
	25133	Platteville to East Dubuque	Wis ...	J. B. Colegrove	999 00	1 59
	25133	....do	Wis ...	....do		
	25133	....do	Wis ...	....do		
	25133	....do	Wis ...	....do		
	25141	Lancaster to Platteville	Wis ...	R. Ritter	533 00	85
	25141	....do	Wis ...	....do		
	25141	....do	Wis ...	....do		
	25141	....do	Wis ...	....do		
	25141	....do	Wis ...	....do		
	25141	....do	Wis ...	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 15, 1886		Failure on 8 miles		$4 25
Mar. 30, 1886		Failure round trip		
Oct. 15, 1886		Leaving mail under the seat of his hack, the carrier failed to deliver it to the mail train.	$1 00	
Mar. 31, 1886		Failure round trip		1 20
Mar. 30, 31, 1886		do		1 24
Jan. 5, 16, 1886		Failure on 11 miles		3 40
Mar. 30, 1886		Failure on 20½ miles		
Jan. 11, 1886		Failure on round trip		3 35
Feb. 12, 1886		Failure on 12½ miles		
Jan. 9, 1886		Failure round trip		3 51
Jan. 12, 1886	Sparta	Failure to arrive and depart		
Jan. 11, 1886	Cookville	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
Feb. 6, 1886	do	do		
Mar. 30, 31, 1886	do	Failure to arrive and depart		
Jan. 12; Mar. 30, 1886		Failure on 13⅓ miles (17⅓ miles)		2 02
Mar. 31, 1886		Failure on 6⅔ miles (12⅔ miles)		
Jan. 9, 11, 12; Feb. 3, 4, 1886	Cookville	Failure to arrive and depart		6 84
Feb. 3, 1886	Livingston	do		
Mar. 30, 1886	do	Failure on 15 miles		
Jan. 9, 1886		Failure on 14½ miles		9 88
Feb. 6, 1886		Failure on 12 miles		
Mar. 20, 31, 1886		Failure on 9¼ miles		
Jan. 13; Feb. 3, Mar. 27, 1886		Failure round trips		
Jan. 9, 11, 1886		do		2 84
Mar. 23, 1886	Massillon	Failure to arrive		1 24
Mar. 22, 1886	do	Failure to depart		
Jan. 22, 1886	Koch's	do		
Feb. 13; Mar. 23, 1886	Akron	Failure to arrive and depart		2 00
Mar. 23, 25, 1886		Failure on 5 miles		1 05
Mar. 23, 1886		Failure round trip		1 00
Mar. 23, 1886		Failure round trips		1 50
Jan. and Mar., 1886		Failure 11 round trips		3 41
Jan. 6, 7, 1886		Failure on 27 miles		3 22
Feb. 16; Mar. 23, 1886	Spencer	Failure to arrive and depart		3 02
Jan. 7; Feb. 13, 16; Mar. 17, 24, 26, 1886.	Wooster	Failure to arrive		7 56
Jan. 6; Feb. 13, 15; Mar. 16, 23, 25, 1886.	do	Failure to depart		
Jan. 6; Feb. 11; Mar. 16, 18, 23, 25, 1886.	Creston	Failure to arrive		
Jan. 7; Feb. 12; Mar. 17, 19, 24, 26, 1886.	do	Failure to depart		
Jan. 6, 9, 1886		Failure on 40 miles one way		2 35
Jan. 6, 11; Mar. 22, 1886		Failure round trips		7 02
Mar. 8, 19, 24, 1886	Chester Cross-Roads.	Failure to arrive and depart		
Jan. 11, 1886		Failure round trip		4 95
Mar. 23, 1886	Chardon	Failure to arrive and depart		
Feb. 20; Mar. 23, 1886	Rome	do		
Mar. 23, 1886	Mantua Station	Failure to arrive		1 15
Feb. 15; Mar. 22, 1886	do	Failure to depart		
Jan. 8, 11; Feb. 13, 1886	Gustavus	Failure to arrive and depart		3 74
Jan. 9, 11; Feb. 13, 20, 1886	Burgh Hill	do		
Jan. 4, 1886		Failure on 6½ miles		3 96
Jan. 9; Feb. 13, 15, 1886		Failure round trips		2 52
Jan. 11, 12, 1886		do		
Jan. 6, 9, 11, 12; Feb. 15, 1886	Windsor	Failure to arrive and depart		5 04
Jan. 11, 13; Feb. 16, 1886	Trumbull	Failure to arrive		
Jan. 7, 9, 11, 1886	do	Failure to depart		
Jan. 16, 1886	Dern	Failure to arrive and depart		2 40
Jan. 9, 23, 1886	Wolcott	do		
Jan. 22; Feb. 25; Mar. 25, 29, 31, 1886.	Platteville	Failure to depart		11 13
Feb. 25; Mar. 24, 29, 31, 1886	do	Failure to arrive		
Mar. 24, 29, 31, 1886	East Dubuque	do		
Mar. 25, 30, 1886	do	Failure to depart		
Mar. 23, 27, 29, 30, 1886	Lancaster	Failure to arrive		9 77
Mar. 23, 25, 29, 30, 1886	do	Failure to depart		
Mar. 23, 25, 26, 29, 1886	Platteville	Failure to arrive		
Mar. 23, 26, 27, 30, 1886	do	Failure to depart		
Mar. 22, 1886		Failure half trip		
Feb. 25, 1886		Failure round trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 24	25356	Ahnapee to Brussels	Wis	J. L. White	$364 95	$1 16
	25382	Pepin to Reed's Landing	Wis	E. F. Warren	236 00	37
	25388	Maidville to Woodville	Wis	do	792 00	2 53
	25391	Ellsworth to Prescott	Wis	A. H. Sanborn	341 00	1 09
	25391	do	Wis	do		
	25392	Ellsworth to Red Wing	Wis	J. P. Colegrove	869 00	1 38
	25392	do	Wis	do		
	25394	Prescott to River Falls	Wis	D. A. Ostram	312 00	1 00
	25395	River Falls to Spring Valley	Wis	E. F. Warren	517 00	1 65
	25395	do	Wis	do		
	25396	Baldwin to Baldwin	Wis	do	293 00	93
	25396	do	Wis	do		
	25397	Star Prairie to Little Falls	Wis	do	190 76	60
	25402	Menomonie to Meridian	Wis	J. B. Colegrove	351 00	1 12
	25402	do	Wis	do		
	25408	Lucas to Knapp	Wis	D. Shaffer	325 00	51
	25414	Chippewa Falls to Flambeau	Wis	A. H. Sanborn	462 00	2 22
	25437	La Pointe to Bayfield	Wis	J. B. Colegrove	170 00	54
	25440	Darien to Jonesville	Wis	F. S. Warren	580 00	92
	25440	do	Wis	do		
	25440	do	Wis	do		
	25475	Waukesha to Troy	Wis	C. R. Diver	1,140 00	1 81
	25475	do	Wis	do		
	25475	do	Wis	do		
	25475	do	Wis	do		
	25478	Sturgeon Bay to Ephraim	Wis	J. Spencer	594 88	94
	25478	do	Wis	do		
	25478	do	Wis	do		
	25507	Mondovi to Curryville	Wis	Farrington, Hubard, & Miller.	546 00	87
	28360	Lowry City to Fairfield	Mo	J. A. Craft	270 00	1 29
	28410	Woodhill to Buffalo	Mo	J. D. Frier	147 00	47
	28413	Gravois Mills to Versailles	Mo	J. D. Smith	154 42	49
	28413	do	Mo	do		
	28472	Bonne Terre to Hazel Run	Mo	R. Ritter	147 00	47
	28482	Perryville to Fredericktown	Mo	P. Zahner	360 00	1 73
	28584	Star to Indian Springs	Mo	E. J. Melton	224 00	1 07
	28768	Linn Creek to Eldon	Mo	G. W. Chambers	978 00	1 56
	26770	Osceola to Schell City	Mo	W. F Hansberger	519 00	1 66
	26770	do	Mo	do		
	28779	Arno to Mansfield	Mo	H. V. Childress	625 69	99
	28779	do	Mo	do		
	28779	do	Mo	do		
	28780	Gainesville to Bakersfield	Mo	W. T. Conkin	575 00	91
	28780	do	Mo	do		
	28780	do	Mo	do		
	28787	York to Blanchard	Mo	J. L. Jones	416 00	1 33
	28787	do	Mo	do		
	28814	Barkersville to Osage City	Mo	H. V. Childress	107 00	34
	28816	Webb City to Scotland	Mo	M. H. Patrick	145 00	46
	30116	Tangipahoa to Palestine	La	J. O. Brinnfield	238 00	1 14
	30116	do	La	do		
	30147	Pt. Vincent to Independence	La	J. C. Beedy	290 00	2 78
	30236	Farmersville to Homer	La	J. J. Campbell	1,212 56	84
	30236	do	La	do		2 18
	30236	do	La	do		
	31910	Groveton to Apple Springs	Tex	G. D. Jackson	110 00	1 05
	31912	Hemphill to Akin	Tex	do	90 00	86
	31916	Jonesborough to Pancake	Tex	do	110 00	52
	31921	Mineola to Mount Sylvan	Tex	do	660 00	1 05
	31925	Riverside to Mount Hope	Tex	P. R. Schnebly	89 00	85
	31923	Mount Vernon to Hogansport	Tex	G. D. Jackson	248 00	1 19
	31926	Saint Joseph to Spanish Fort	Tex	F. P. See	700 00	1 11
	31911	Greenville to Commerce	Tex	W. H. Harris	700 00	1 11
	31911	do	Tex	do		
	31911	do	Tex	do		
	31911	do	Tex	do		
	31952	Cooper to Pecan	Tex	N. Corbet	130 00	62
	31953	Clarendon to Tascosa	Tex	M. Montoyo	2,666 66	12 81
	31953	do	Tex	do		
	31954	Paige to Blue Branch	Tex	L. H. Hardy	300 00	1 44
	31959	Haymond to Fort Stockton	Tex	F. H. Young	1,600 00	2 54
	33201	Alton to Stockton	Kans	J. K. Miner	577 71	92

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	.....	Failure to perform service ...	.....	$2 32
Jan. 5, 9, 23, 1886	.....	.....do	.....	2 22
Sept. 8, 1885	Maiden Rock	Wet mail	$1 00	.....
Jan. 4, 1886	.....	Failure to perform service	2 00	2 18
.....do	Big River	Failure to supply		
Jan. 4, 5, 6, 7, 8, 22, 23; Mar. 19 20, 1886.	.....	Failure half trips	.....	17 94
Jan. 9, 12, 1886	.....	Failure to perform service		
Jan. 4, 1886	.....	.....do	.....	2 00
Jan. 5, 1886	.....	.....do	.....	4 62
Jan. 9, 1886	.....	Failure on $\frac{2}{5}$ trip		
Jan. 9, 1886	.....	Failure on 4½ miles of a trip ..	.....	1 72
Jan. 23, 1886	.....	Failure on 8 miles of a trip		
Mar. 20, 1886	.....	Failure to perform service	.....	1 20
Jan. 5, 9, 23, 1886	.....	.....do	.....	8 10
Jan. 7, 16, 19, 1886	.....	Failure on 3½ miles of trip ...	.....	1 02
Jan. 4, 1886	.....	Failure to perform service ..	.....	4 44
Jan. 4, 5, 1886	.....	.....do	.....	5 40
Jan. 5, 7, 9, 16; Feb. 6, 1886 ..	.....	.....do	.....	3 16
Jan. 22, 27, 1886	Darien	Failure to arrive		
Jan. 23, 28, 1886	....do	Failure to depart	.....	4 52
Jan. 5, 1886	.....	Failure on 13 miles		
Jan. 22, 23, 1886	Troy	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		
Jan. 22, 1886	Waukesha	Failure to arrive	.....	1 88
Jan. 23, 1886	....do	Failure to depart		
Jan. 5, 1886	Ephraim	Failure to arrive		
Jan. 6, 26, 1886	....do	Failure to depart	.....	3 48
Jan. 26, 1886	Sturgeon Bay	Failure to arrive		
Jan. 4, 5, 22, 1886	.....	Failure to perform service	.....	1 29
Jan. 8, 9; Feb. 9, 10, 1886	.....	Failure ¼ of a trip	.....	1 88
Jan. 8, 22, 1886	.....	Failure to perform service	.....	1 96
Jan. 4, 6, 1886	.....	Failure half trip		
Jan. 8, 1886	.....	Failure to perform service	.....	
Feb. 11, 1886	Hazel Run	Wet mail	1 00	.....
Mar. 30, 31, 1886	.....	Failure on 27 miles of trip	.....	3 01
Feb. 2, 3; Mar. 2, 3, 26, 27, 1886.	.....	Failure to perform service	.....	6 42
Jan. 8; Feb. 12, 13, 1886	.....	Failure half trips	.....	4 68
Jan. 8, 9, 1886	.....	Failure to perform service		
Feb. 9, 1886	.....	Failure half trip	.....	4 98
Jan. 9; Feb. 1, 1886	Mansfield	Failure to arrive		
Feb. 2, 1886	....do	Failure to depart	.....	2 47
Feb. 3, 1886	Arno	Failure to arrive and depart ..		
Jan. 15; Feb. 3, 1886	.....	Failure to perform service ..		
Jan. 11, 12, 1886	.....	Failure half trips	.....	6 37
Feb. 2, 4, 1886	.....	Failure quarter trips		
Jan. 4, 5, 6, 7, 1886	.....	Failure to perform service		
Mar. 15, 16, 1886	.....	Failure half trip	.....	6 65
Jan. 9; Feb 11, 1886	.....	Failure to perform service	.....	1 36
Mar. 25, 1886	Scotland	Wet mail	1 00	.....
Jan. 15; Mar. 5, 30, 1886	Tangipahoa	Failure to arrive and depart ..	.....	4 56
Jan. 15, 1886	Palestine	.....do		
Jan. 4, 11, 18, 25; Mar. 8, 1886.	.....	Failure on 30 miles, ¾ of trip ..	.....	18 13
Jan. 4, 1886	Shiloh to Homer ..	Failure on 11 miles		
Feb. 12, 1886	.....	Failure on 20 miles	.....	7 17
Mar. 29, 1886	.....	Failure on 20 miles, 3 times a week service.		
Mar. 5, 1886	Groveton	Failure to arrive and depart ..	.....	1 05
Mar. 5, 1886	.....	Failure total (50 per cent. pro rata).	.....	2 58
Mar. 30, 1886	.....	Failure total	.....	1 04
Jan. 8, 1886	.....	.....do	.....	2 10
In 1st quarter, 1886	.....	No service performed	.....	22 25
Jan. 15, 1886	.....	Failure total	.....	2 38
Mar. 4, 1886	.....	.....do	.....	2 22
Jan. 16; Mar. 30, 1886	Greenville	Failure to arrive and depart ..		
Jan. 15; Mar. 30, 1886	Commerce	Failure to arrive	.....	5 73
Jan. 16; Mar. 30, 1886	....do	Failure to depart		
Mar. 29, 1886	.....	Failure on 14 miles		
Jan. 8, 11; Mar. 29, 1886	.....	Failure total	.....	3 72
Week ended Jan. 9, 1886	.....	Failure to depart	.....	12 81
Week ended Jan. 23, 1886	.....	Failure to arrive		
Jan. 12; Mar. 19, 1886.....	.....	Failure total	.....	5 76
Mar. 11, 1886	.....	.....do	.....	5 08
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 13, 1886.	.....	.....do	.....	16 56

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 24	33233	Logan to Wakeeney	Kans	C. V. Meserole	$689 67	$3 31
	33233	do	Kans	do		
	33233	do	Kans	do		
	33236	Millbrook to Olean	Kans	do	141 27	67
	33236	do	Kans	do		
	33535	Abilene to Abilene	Kans	do	1,449 75	2 30
	33535	do	Kans	do		
	45104	Elko to Ballion	Nev	W. R. Judd	333 00	3 20
	45104	do	Nev	do		
	45122	Austin to Belmont	Nev	O. J. Salisbury	4,404 76	14 11
	45129	Paradise Valley to Spring City	Nev	H. M. Norton	285 00	91
	45137	Aurora to Hawthorne	Nev	O. J. Salisbury	1,666 00	2 28
	45137	do	Nev	do		
	45137	do	Nev	do		
	45137	do	Nev	do		
	45157	Tybo to Reville	Nev	V. H. Pease	765 94	7 36
	45157	do	Nev	do		
	45163	Luling to Downeyville	Nev	E. J. Travis	530 00	5 09
	45169	Elko to Lamoiville	Nev	P. Manson	646 10	16 85
					323 05	3 10
	45169	do	Nev	do		
	45175	Palisade to Eureka	Nev	A. C. Swetsinger	7,000 00	22 43
		RAILROAD SERVICE.				
	4002	Providence to Groton	R. I	N. Y. P. & D. Rwy	15,640 34	21 42
	4002	do	R. I	R. P. O. cars (55 feet)	3,090 00	
	4002	do	R. I			
	4002	do	R. I			
	4003	Providence to Willimantic	R. I	N. Y. & N. E. Rwy	4,660 66	7 44
	7006	Camden to Hightstown	N. J	Penna. Rwy	3,269 79	5 22
	4008	Auburn to Hope	R. I	N. Y. P. & B. Rwy	490 32	78
	7019	Newfield to Atlantic City	N. J	W. Jersey Rwy	1,483 85	2 37
	7023	Jamesburg to Sea Girt	N. J	Penna. Rwy. Co	1,735 49	2 77
	7023	do	N. J	do		
	7023	do	N. J	do		
	7026	Highlands to Whiting	N. J	P. & R. Rwy	2,599 06	
	7054	Whiting to Bayhead	N. J	Penna. Rwy. Co	1,235 04	
	7060	Isle to Sea Isle City	N. J	West Jersey Rwy	217 17	34
	7060	do	N. J	do		
	22007	New Albany to Indianapolis	Ind	Penna. Co	17,648 83	24 17
						7 35
	22007	do	Ind	do		
	22008	Louisville Junction to Michigan City.	Ind	L. N. A. & C. Rwy	24,603 25	
	22008	do	Ind	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 6, 13, 27, 1886	Logan	Failure to arrive and depart		
Jan. 4, 7, 11, 18, 25; Feb. 4, 1886.	Wakeeney	Failure to arrive	.....	$29 79
Jan 5, 8, 12, 19, 26; Feb. 5, 1886.	....do	Failure to depart		
Jan. 2, 1886	Millbrook	Failure to arrive and depart		
Jan. 2, 9, 12, 16, 23; Feb. 1, 1886.	Olean	.....do	.....	4 69
Jan. 4, 7, 8, 9, 1886	Abilene	Failure to arrive		
Jan. 7, 8, 9, 1886	....do	Failure to depart	.....	8 05
Jan. 1, 1886	Bullion	do		
Jan. 2, 1886	....do	Failure to arrive	.....	3 20
Feb 16 to Mar. 31, 1886	Kingston	Failure to supply	$134 59	.....
Mar. 22, 1886	.....	Failed to carry the mail half trip. Stage left without mail bag, double pro rata.	.....	1 82
Jan. 22, 1886	Aurora	Failure to arrive		
Jan. 23, 1886	....do	Failure to depart	.....	10 26
Jan. 19, 21, 1886	Hawthorn	Failure to arrive		
Jan. 19, 20, 21, 22, 23, 1886	...do	Failure to depart		
Feb. 19, 1886	Tybo	Failure to arrive		
Feb. 18, 1886	Reville	Failure to depart	.....	7 36
Jan. 7, 1886	Downeyville	Failure to connect	2 55	.....
.....	.....	Failure to supply mail from Elko from August 22, 1884, to March 31, 1886, reducing each round trip by 6 miles.		
Dec. 1, 1885	Elko	Failure to depart	.....	110 68
Jan. 31, 1886	Eureka	Failure to arrive	.....	11 22
Feb. 13, 1886	.....	Failure ½ trip	.....	.....
Feb. 14, 15, 16, 17, 1886	.....	Failure round trips	.....	192 78
Feb. 12, 1886	Between West Kingston and Croton (34.70 miles) and between Stonington and Providence (49.3 miles.)	Failed to run railroad post-office car (55 feet) one way.	.....	39 61
Feb. 13, 14, 15, 16, 1886	Over the route	Failed to run railroad post-office car (55 feet) both ways.		
Feb. 13, 1886	.....	Failure round trip	.....	14 88
Mar. 1, 1886	Camden	Failure to arrive	.....	2 61
Feb. 13, 15, 16, 1886	.....	Failure round trip	.....	4 68
Feb. 4, 1886	.....	Failure ½ trip	.....	2 37
Feb. 12, 1886	Jamesburgh	Failure to arrive and depart		
Feb. 13, 1886	....do	Failure to depart	.....	9 69
Feb. 12, 13, 1886	Sea Girt	Failure to arrive and depart		
In first quarter	Branchport to Eatonton.	No service (3.87 miles)	.....	59 55
Oct. 13; Nov. 24, 25, 26, 27, 28, 1885.	.....	No service between Island Heights and Seaside Park (5.05 miles) from November 15, 1885, to March 31, 1886, and none between Seaside Park and Bayhead (10.97 miles.)	.....	90 43
Feb. 4, 5, 6, 1886	.....	Failure round trip		
Feb 12, 1886	.....	Failure ½ trip	.....	2 38
Jan. 4, 1886	Indianapolis	Train No. 1 failed to connect with depending mails.		
Jan. 8, 12, 16, 21; Feb. 3, 17, 25, 27; Mar. 13, 17, 28, 31, 1886.	....do	Train No. 7 failed to connect with depending mails.	47 75	.....
Nov. 13, 1885	.....	For negligence on the part of the company's messenger at Medaryville, Ind., in failing to call for and dispatch the south-bound mail.		
Sept. 11, 1885	.....	Because of an expense of $1.38 incurred by the postmaster at Portland, Ind., for telegrams in reference to depredations upon mail pouch when in charge of the company's messenger at Bedford, Ind.	3 38	.....

Fines imposed on contractors and deducted from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 24	22009	Richmond to Chicago	Ind	C. St. L. & P. Rwy	$21,176 29	$15 61 29 00
	22009	do	Ind	do		
	22112	Evansville to Terre Haute	Ind	E. & T. H. Rwy	14,727 47	20 17 5 31
	22112	do	Ind	do		
	22012	do	Ind	do		
	22013	Indianapolis to Peoria	Ind	I. B. & W. Rwy	29,505 40	40 41 21 75
	22013	do	Ind	do		
		Remission.				
		STAR SERVICE.				
	30163	Opelousas to La Place	La	E. P. Cuidry	449 09	1 43
		STAR SERVICE.				
Apr. 26	423	Phillips to Rangely	Me	D. Clark	269 90	64
	423	do	Me	do		
	423	do	Me	do		
	423	do	Me	do		
	424	Mexico to Byron	Me	F. E. Knapp	193 00	46
	424	do	Me	do		
	424	do	Me	do		
	424	do	Me	do		
	424	do	Me	do		
	425	Bethel to Lakeside	Me	J. S. Lane	671 08	1 44
	425	do	Me	do		
	425	do	Me	do		
	425	do	Me	do		
	426	Auburn to Livermore	Me	J. F. Gilbert	654 00	66
	426	do	Me	do		
	426	do	Me	do		
	431	South Poland to South Auburn	Me	L. Nichols	267 00	31
	431	do	Me	do		
	461	do	Me	do		
	431	do	Me	do		
	433	Damariscotta Mills to South Jefferson.	Me	do	328 00 321 63	52
	433	do	Me	do		
	435	Matinicus to Rockland	Me	J. A. Craft	419 00	2 68
	436	Camden to Searsmont	Me	L. Nichols	380 00	60
	436	do	Me	do		
	436	do	Me	do		
	437	North Searsport to Belfast	Me	do	275 00	43
	437	do	Me	do		
	437	do	Me	do		
	437	do	Me	do		
	438	Brooks to North Monroe	Me	do	210 00	33
	438	do	Me	do		
	440	Maple to Sebec Station	Me	do	195 00	31
	440	do	Me	do		
	440	do	Me	do		
	446	Sprague's Mill to Presque Isle	Me	do	220 00	35
	446	do	Me	do		
	446	do	Me	do		
	446	do	Me	do		
	449	Dexter to Guilford	Me	D. F. Rowell	324 00	51
	449	do	Me	do		
	449	do	Me	do		
	449	do	Me	do		
	449	do	Me	do		
	452	Maxfield to La Grange	Me	S. D. Goodrich	125 00	40
	452	do	Me	do		
	1104	London Ridge to Concord	N. H.	B. W. Beedy	393 00	62

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 29; Feb. 2, 3, 11, 22; Mar. 19, 1886.	Chicago	Train No. 1 failed to connect with depending mails.	$62 50	
Jan 11, 1886	do	Train No. 7 failed to connect with depending mails.		
Jan. 23, 1886	Evansville	Train No. 1 failed to connect with depending mails.		
Jan. 17, 23, 31; Feb. 1; Mar. 27, 1886.	do	Train No. 5 failed to connect with depending mails.	18 75	
Mar. 10, 1886	do	Train No. 7 failed to connect with depending mails.		
Jan. 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 21, 26, Feb. 1, 3, 8, 10, 15, 1886	Indianapolis	Train No. 4 failed to connect with depending mails.		
Jan. 6, 8, 9, 11, 14, 15, 18, 20, 21, 23, 27, 30; Feb. 2, 3, 4, 5, 8, 9, 10, 11, 12, 17, 23, 25, 26, 27; Mar. 1, 12, 16, 19, 1886.	do	Train No. 6 failed to connect with depending mails.	555 00	

Remit $4 30, the deduction noted on report for April 15, 1886, it having been shown by re-examination that a case of deduction made on this route April 15, 1886, of $4.20 was erroneous, having been made on a computation of twice a week service instead of three times, and the present case having been made in lieu of the same.

Feb. 26; Mar. 1, 3, 1886	Phillips	Failure to arrive		
Feb. 27; Mar. 2, 4, 6, 1886	do	Failure to depart		$5 00
Feb. 27; Mar. 2, 4, 1886	Rangely	Failure to arrive		4 16
Mar. 1, 3, 5, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 1886	Mexico	Failure to arrive		
Feb. 27; Mar. 2, 1886	do	Failure to depart		1 84
Feb. 26; Mar. 1, 1886	Byron	do		
Feb. 27; Mar. 2, 1886	do	Failure to arrive		
Feb. 27; Mar. 2, 1886	Bethel	do		
Mar. 1, 1886	do	Failure to depart		7 92
Feb. 26; Mar. 1, 3, 5, 1886	Lakeside	Failure to arrive		
Feb. 27; Mar. 1, 3, 5, 1886	do	Failure to depart		
Feb. 27; Mar. 1, 1886	Auburn	Failure to arrive		
Feb. 26, 27; Mar. 1, 2, 3, 1886	Livermore	do		3 96
Feb. 27; March 1, 2, 3, 4, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 1886	South Poland	Failure to arrive		
Feb. 27; Mar. 1, 1886	do	Failure to depart		1 24
Feb. 26; Mar. 1, 1886	South Auburn	do		
Feb. 27; Mar. 1, 1886	do	Failure to arrive		
Feb. 27, 26, 1886	Damariscotta Mills	Failure to arrive and depart		2 08
Feb. 26, 27, 1886	South Jefferson	do		
Feb. 2, 3, 1886		Failure 1 trip		5 36
Feb. 27, 1886	Camden	Failure to arrive and depart		
Feb. 26, 1886	Searsmont	Failure to arrive		1 20
Feb. 27, 1886	do	Failure to depart		
Feb. 13, 26, 27, 1886	North Searsport	Failure to arrive		
Feb. 27; Mar. 1, 1886	do	Failure to depart		2 15
Feb. 20, 27, 1886	Belfast	Failure to arrive		
Feb. 20, 26, 27, 1881	do	Failure to depart		
Feb. 13, 26, 27; Mar. 1, 3, 1886	Brooks	Failure to arrive and depart		2 47
Feb. 13, 26, 27: Mar. 1, 2, 1886	North Monroe	Failure to arrive		
Feb. 27; Mar. 2, 1886		Failure to perform service		
Mar. 4, 1886	Maple	Failure to arrive and depart		1 86
Mar. 3, 1886	Sebec Station	do		
Feb. 26, 27; Mar. 1, 1886	Sprague's Mill	Failure to arrive		
Feb. 26, 27: Mar. 2, 1888	do	Failure to depart		2 45
Feb. 26, 27; Mar. 2, 3, 1886	Presque Isle	Failure to arrive		
Feb. 26, 27; Mar. 2, 3, 1886	do	Failure to depart		
Feb. 26, 27; Mar. 1, 3, 1886	Dexter	Failure to arrive		
Feb. 27; Mar. 1, 2, 3, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 2, 4, 1886	Guilford	Failure to arrive		4 08
Feb. 27, 1886	do	Failure to arrive and depart		
Mar. 1, 3, 1886	do	Failure to arrive		
Mar. 1, 3, 1886	Maxfield	Failure to arrive and depart		1 60
Mar 1, 3, 1886	La Grange	do		
Feb. 27, 1886		Failure to perform service		1 24

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 26.	1108	Shaker Village to Canterbury Depot.	N. H...	Knowlton & Jackson..	$330 00	$0 26
	1108	.....do	N. H...	.....do		
	1108	.....do	N. H...	.....do		
	1108	.....do	N. H...	.....do		
	1146	South Neworth to Newport ..	N. H...	A. P. Wellcome.....	247 00	55
	1147	Washington to Newport	N. H...	C. W. Dodge.....	413 00	65
	1148	Unity to North Charleston .. .	N. H...	W. L. Argue.....	210 00	67
	1149	Lempster to Claremont	N. H...	A. P. Wellcome.....	198 00	63
	1155	Grantham to Lebanon	N. H ..	C. H. Glass.....	159 00	76
	1155	.....do	N. H...	.....do		
	1154	Claremont to Lebanon	N. H...	A. P. Wellcome	549 00	87
	1154	.....do	N, H...	.....do		
	1168	West Rumney to East Canaan	N. H...	B. W. Beedy	187 00	89
	1174	Groton to Bristol	N. H...	.....do	338 00	53
	1174	.....do	N. H...	.....do		
	1174	.....do	N. H...	.....do		
	1174	.....do	N. H...	.....do		
	1176	Franklin to Bristol	N. H...	.....do	470 00	1 00
	1176	.....do	N. H...	.....do		
	1176	.....do	N. H...	.....do		
	1177	New Hampton to Tilton	N. H...	Knowiton & Jackson.	400 00	63
	1177	....do	N. H...	do		
	1205	Northwood to Newmarket.....	N. H...	J. F. Ayer	451 61	72
	1210	Centre Barnstead to Farmington.	N. H ..	B. W. Beedy	247 00	79
	1235	Conway to railroad station	N. H ..	J. R. Tupper.....	162 00	25
	1235	.....do	N. H...	.....do		
	1235	.....do	N. H...	.....do		
	1235	.....do	N. H...	.....do		
	1235	.....do	N. H...	.....do		
	1240	Livermore to Livermore Station	N. H...	B. W. Beedy	109 00	17
	1254	Milan to Errol	N. H...	J. R. Pigg.....	380 00	1 21
	1254	.....do	N. H ..	.....do		
	1254	.....do	N. H...	.....do		
	1254	.....do	N. H ..	do		
	1259	Clarksville to Colebrook.....	N. H ..	C. H. Crawford.....	96 00	46
	1269	Centre Strafford to Dover.....	N. H...	N. Nichols	470 00	75
	1272	West Ossipee to Meredith Village.	N. H ..	.....do	740 00	1 18
	1272	.....do	N. H...	.....do		
	1272	.....do	N. H...	.....do		
	1276	Jefferson to Highland to Gorham.	N. H...	J. R. Pigg	330 00	79
	1276	.....do	N. H...	.....do		
	1276	.....do	N. H...	.....do		
	8323	Doylestown to Reiglerville.....	Pa	F. Knotzer	640 00	1 02
	8323	.....do	Pa	.....do		
	8323	.....do	Pa	.....do		
	8396	Orangeville to Waller.....	Pa	L. Force.....	299 00	47
	8896	.....do	Pa	.....do		
	8896	.....do	Pa	.....do		
	8412	Kingston to Beaumont.....	Pa	B. F. Crouse	445 48 57 48	09 52
	8536	Cedar Run to Leetonia	Pa	C. W. Underwood.....	260 00 20 00	41
	10211	Gellant Green to Bryantown...	Md	W. L. Argue	188 00	30
	10232	Millersville to Sunderland.....	Md	B. W. Beedy	1,470 00	2 34
	10232	.....do	Md	.....do		
	10232	.....do	Md	do		
	18355	Brandon to Westville	Miss ...	C. C. Morse	783 00	2 50
	18355	.....do	Miss ...	.....do	522 00	
	18355	.....do	Miss .	.....do		
	19210	Sharp's Chapel to Big Barren..	Tenn ..	J. Cole	80 00	38

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 26, 27, 1886	Shaker Village	Failure to arrive and depart second trip.		
Feb. 13, 1886	do	Failure to arrive first trip		$1 56
Feb. 13, 1806	do	Failure to depart second trip		
Feb. 13, 26, 27, 1886	Canterbury	Failure to arrive and depart second trip.		
Feb. 27, 1886		Failure to perform service		1 10
Feb. 27, 1886		do		1 30
Feb. 26, 1886		do		1 34
Feb. 27, 1886		do		1 26
Feb. 27, 1886	Grantham	Failure to arrive		1 14
Feb. 27, 1886	Lebanon	Failure to arrive and depart		
Feb. 27, 1886	Claremont	Failure to arrive		1 30
Feb. 27, 1886		Failure to arrive and depart		
Feb. 27, 1886		Failure to perform service		1 78
Jan. 5; Mar. 2, 1886	Groton	Failure to arrive and depart		
Feb. 26, 1886	do	Failure to arrive		3 18
Feb. 27, 1886	do	Failure to depart		
Jan 5; Feb. 27; Mar. 2, 1886	Bristol	Failure to arrive and depart		
Feb. 26, 1886	Franklin	Failure to arrive		
Feb. 26, 1886	Bristol	Failure to depart		1 50
Feb. 27, 1886	do	Failure to arrive		
Feb. 27, 1886	New Hampton	Failure to arrive and depart		
Feb. 27, 1886	Tilton	do		1 26
Feb. 27, 1886		Failure to perform service		1 44
Jan. 9; Feb. 27, 1886	Farmington	Failure to arrive and depart		1 58
Feb. 26; Mar. 1, 2, 1886	Conway	Failure to arrive		
Feb. 27; Mar. 1, 2, 1886	do	Failure to depart		1 50
do	Centre Conway	Failure to arrive		
Feb. 26; Mar. 1, 2, 1886	do	Failure to depart		
Feb. 26, 27; Mar. 1, 2, 1886		Failure to perform service		1 36
Feb. 26; Mar. 2, 1886	Milan	Failure to depart		
Feb. 27, 1886	Errol	Failure to arrive		3 02
Mar. 1, 1886	do	Failure to depart		
Mar. 1, 1886	Milan	Failure to arrive		
Feb. 27; Mar. 2, 1886		Failure to perform service		1 84
		Failure on 17¼ miles both ways		1 32
Jan. 5, 9; Feb. 26, 27, 1886	West Ossipee	Failure to arrive		
Jan. 6, 9, 11; Feb. 27; Mar. 1, 1886.	do	Failure to depart		6 49
Feb. 27, 1886	Meredith Village	Failure to arrive and depart		
Jan. 9, 1886	Jefferson, Highland	do		
Feb. 27, 1886	Jefferson, Highland	Failure to arrive		2 76
Jan. 9; Feb. 27, 1886	Gorham	Failure to arrive and depart		
Jan. 9, 1886		Failure on 10 miles		
Feb. 5, 1886		Failure total		
Jan. 30; Feb. 4, 12; Mar. 15, 17, 27, 29, 30, 31, 1886.	Reiglerville	Failure to connect	$4 59	2 89
Jan. 9, 1886		Failure on 4 miles		
Feb. 13, 1886	Waller	Failure to arrive and depart		
Mar. 1 to 31, 1886	do	Failure to arrive in schedule time.	5 40	75
		Failure to perform the six (6) additional weekly trips between Kingston and Luzerne (2 miles), ordered by the Department, from Jan. 1 to Mar. 31, 1866 (double pro rata).		28 74
Mar. 8 to 31, 1886		Failure at Cedar Run to deliver the mail at the post-office at new site (double pro rata).		2 66
Feb. 4, 5, 1886		Failure total		1 20
Feb. 4, 1886	Millersville	Failure to arrive and depart		
Feb. 3, 4, 5, 11, 1886	Sunderland	Failure to depart		10 53
Feb. 4, 6, 11, 1886	do	Failure to arrive		
Jan. 8, 1886		Failure total		
Nov. 1, 1885, to Mar. 31, 1886	Steep Bank to Cato	Failure on 14 miles		
Nov. 1, 1885, to Mar. 31, 1886	Brandon to Steep Bank.	Failure on 12½ miles		98 24
Jan. 12; Mar. 30, 1886		Failure round trips		1 52

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 26	19336	Livingston to Jamestown	Tenn	W. B. Catching	$445 00	$0 59
	19336	do	Tenn	do		83
	19336	do	Tenn	do		
	19336	do	Tenn	do		
	19336	do	Tenn	do		
	19336	do	Tenn	do		
	19336	do	Tenn	do		
	19336	do	Tenn	do		
	19337	Livingston to Albany	Tenn	J. K. Neal	409 00	1 31
	19337	do	Tenn	do		
	19338	Livingston to Burkesville	Tenn	A. A. Stanford	398 61	98
	19338	do	Tenn	do		93
	19338	do	Tenn	do		
	19340	Livingston to Hilham	Tenn	W. B. Catching	94 00	45
	19340	do	Tenn	do		
	91341	Hilham to Gainesborough	Tenn	P. R. Schnebly	89 00	85
	19342	Jamestown to Albany	Tenn	W. B. Catching	298 00	1 43
	19342	do	Tenn	do		
	19343	Jamestown to Rugby	Tenn	do	550 00	87
	19343	do	Tenn	do		
	19343	do	Tenn	do		
	19343	do	Tenn	do		
	19343	do	Tenn	do		
	19343	do	Tenn	do		
	19344	Byrdstown to Jamestown	Tenn	J. B. Savage	575 00	48
	19344	do	Tenn	do		43
	19344	do	Tenn	do		
	19344	do	Tenn	do		
	19345	Brydstown to Mouth of Wilson	Tenn	A. A. Stanford	94 00	45
	19346	Celina to Albany	Tenn	W. B. Catching	380 00	1 16
	19346	do	Tenn	do		76
	19347	North Springs to Tompkinsville	Tenn	D. H. Wood	125 00	60
	19347	do	Tenn	do		
	19347	do	Tenn	do		
	19347	do	Tenn	do		
	19348	Gainesborough to Celina	Tenn	G. A. Denham	114 00	1 09
	19348	do	Tenn	do		
	19352	Coakville to Smithville	Tenn	T. J. Lee	298 00	1 43
	19352	do	Tenn	do		
	19357	Liberty to Smallman	Tenn	M. A. Moore	77 99	37
	19358	Dowellton to Pekin	Tenn	J. T. Exum	312 00	1 50
	19358	do	Tenn	do		
	19361	Murfreesborough to Forks of Pike.	Tenn	W. M. Hill	392 60	1 88
	19362	Rural Hill to Smyrna	Tenn	J. R. Pigg	372 00	1 19
	19363	Lebanon to Cottage Home	Tenn	E K. Atwell	513 96	2 46
	19364	Lebanon to Rockwood	Tenn	W. R. Lewis	3,470 00	2 72
	19364	do	Tenn	do		2 82
	19364	do	Tenn	do		
	19365	Lebanon to Cookville	Tenn	T. J. Urlson	1,636 00	1 18
	19365	do	Tenn	do		1 42
	19365	do	Tenn	do		
	19365	do	Tenn	do		
	19365	do	Tenn	do		
	19365	do	Tenn	do		
	19368	Alexandria to Carthage	Tenn	W. L. Nolan	150 00	72
	19369	Chestnut Mound to Carthage	Tenn	J. R. Pigg	215 00	68
	19369	do	Tenn	do		
	19371	Riddleton to Gainesborough	Tenn	Day & Allen	499 00	1 59
	19371	do	Tenn	do		
	19371	do	Tenn	do		
	19371	do	Tenn	do		
	19372	Carthage to Gallatin	Tenn	G. W. Lewis	644 00	1 02
	19372	do	Tenn	do		
	19372	do	Tenn	do		
	19372	do	Tenn	do		
	19374	Hartsville to Austin	Tenn	G. D. Moore	139 00	66
	19374	do	Tenn	do		
	19375	Hartsville to Long Creek	Tenn	P. A. Meade	419 43	1 34

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of deliquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 1886		Failure on 8 miles		
Jan. 12, 1886		Failure on 7 miles		
Jan. 16, 19, 1886		Failure on 2 miles		
Feb. 4, 6, 11, 13, 20; Mar. 31, 1886.		Failure round trips (12 miles)	.....	$15 86
Feb. 3, 5, 12, 1886		Failure round trips (16½ miles)		
Mar. 20, 27, 30, 1886		Failure on 6½ miles (16⅔ miles).		
Jan. 9; Feb. 3; Mar. 31, 1886		Failure round trips		
Jan. 11; Mar. 27, 1886		Failure on 4 miles	.....	8 48
Jan. 4, 11; Feb. 4, 11, 14, 18, 21; Mar. 29, 1886.		Failure round trips (22 miles)		
Jan. 12; Mar. 30, 1886		Failure round trips	.....	22 19
Jan. 8, 15; Feb. 5, 1886	Burkesville	Failure to arrive and depart (21 miles).		
Jan. 12, 1886		Failure round trip		
Mar. 31, 1886		Failure on 5¼ miles	.....	1 41
Jan. 14; Feb. 4, 1886		Failure round trips	.....	3 40
Jan. 15; Feb. 12; Mar. 30, 1886.		Failure on 23 miles		
Jan. 12; Feb. 3, 1886		Failure round trips	.....	11 88
Jan. 9; Feb. 3, 4, 1886		Failure round trip		
Mar. 30, 31, 1886		Failure on 3¾ miles		
Feb. 2, 1886	Jamestown	Failure to arrive		
Feb. 5, 1886	....do	Failure to depart	.....	9 39
Jan. 11, 13; Feb. 2, 1886	Rugby	.....do		
Jan. 12, 14; Feb. 5, 1886	....do	Failure to arrive		
Jan. 11, 1886		Failure on 7½ miles		
Feb. 3, 5, 1886		Failure round trips (10 miles)	.....	5 31
Jan. 9, 11, 1886		Failure round trips		
Feb. 12; Mar. 30, 1886		Failure on 5 miles (9 miles)		
Jan. 9; Feb. 3, 6, 1886		Failure round trips	.....	2 70
Jan. 9, 16; Feb. 3, 6, 10; Mar. 30, 1886.		Failure round trips (20½ miles)		
Jan. 12; Feb. 5, 12; Mar. 30, 1886.		Failure round trips (15 miles)	.....	18 80
Jan. 9, 1886		Failure on 15 miles		
Jan. 12; Feb. 6, 9, 1886		Failure on 12 miles	.....	3 66
Mar. 30, 1886	North Spring	Failure to arrive and depart		
Jan. 9, 16, 23; Feb. 6, 13, 1886		Failure on 13¼ miles		
Mar. 27, 1886	Gainesborough	Failure to arrive and depart	.....	8 22
Jan. 12; Mar. 30, 1886	Coakville	.....do		
Jan. 9, 13; Feb. 3; Mar. 31, 1886.	Smithville	.....do	.....	8 58
Feb. 12; Mar. 30, 1886		Failure round trip	.....	1 68
Jan. 8, 9, 1886		.....do		
Mar. 30, 1886	Pekin	Failure to arrive and depart	.....	4 50
Mar. 30, 1886		Failure round trip	.....	3 76
Jan. 12, 16; Mar. 27, 31, 1886		Failure on 13 miles	.....	5 89
Jan. 11; Feb. 4, 1886		Failure round trips	.....	9 84
Jan. 11, 1886	Rockwood	Failure to arrive		
Jan. 12, 1886	....do	Failure to depart		
Mar. 30, 31, 1886	....do	Failure to arrive and depart (60¾ miles).	.....	8 46
Jan. 9; Feb. 3, 4, 1886	On the route	Failure round trip		
Jan. 6, 11, 12, 16; Feb. 15, 1886	Cookville	Failure to arrive and depart		
Feb. 6, 1886	....do	Failure to arrive	.....	25 89
Feb. 5, 1886	....do	Failure to depart (29¾ miles)		
Mar. 31, 1886	Chestnut Mound	Failure to arrive and depart		
Mar. 30, 1886	....do	Failure to arrive (24¾ miles)		
Jan. 12; Feb. 5, 1886		Failure round trips	.....	2 88
Jan. 9, 1886	Chestnut Mound	Failure to arrive and depart	.....	2 04
Jan. 12; Feb. 4, 1886	Carthage	.....do		
Jan. 11, 12, 1886		Failure round trips		
Mar. 30, 1886	Riddleton	Failure to arrive		
Mar. 31, 1886	....do	Failure to depart	.....	8 74
Mar. 31, 1886	Gainesborough	Failure to arrive		
Feb. 4, 1886		Failure on 26 miles		
Mar. 31, 1886		Failure on 17 miles		
Feb. 6, 1886	Carthage	Failure to depart	.....	4 14
Feb. 3, 1886	Gallatin	Failure to arrive and depart		
Jan. 9, 1886		Failure on 11¼ miles		
Jan. 16, 1886	Austin	Failure to arrive and depart	.....	1 80
Jan. 11; Feb. 3, 5, 8, 1886		Failure round trips	.....	10 72

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 26	19376	La Fayette to Hartsville	Tenn	Day & Allen	$475 00	$0 75
	19376	do	Tenn	do		
	19376	do	Tenn	do		
	19376	do	Tenn	do		
	19376	do	Tenn	do		
	19377	La Fayette to Gainesborough	Tenn	G. M. Petty	309 00	1 48
	19377	do	Tenn	do		
	19377	do	Tenn	do		
	19378	La Fayette to Celina	Tenn	M. B. Wood	649 00	2 08
	19378	do	Tenn	do		
	19379	La Fayette to Scottsville	Tenn	W. B. Catching	116 00	1 11
	19379	do	Tenn	do		
	19380	Red Boiling Springs to Scottsville.	Tenn	R. A. Chandley	250 00	1 20
	19380	do	Tenn	do		
	19382	Gallatin to Scottsville	Tenn	J. M. Mason	350 00	1 68
	19382	do	Tenn	do		
	19382	do	Tenn	do		
	19383	Gallatin to Beckwith	Tenn	W. B. Catching	264 00	84
	19383	do	Tenn	do		
	19383	do	Tenn	do		
	19383	do	Tenn	do		
	19383	do	Tenn	do		
	19384	Orlinda to Mitchellville	Tenn	do	248 00	79
	19385	Springfield to Franklin	Tenn	do	340 00	1 63
	19385	do	Tenn	do		
	19385	do	Tenn	do		
	19385	do	Tenn	do		
	19387	Springfield to Clarksville	Tenn	J. R. Pigg	370 00	1 77
	19387	do	Tenn	do		
	19387	do	Tenn	do		
	19387	do	Tenn	do		
	20227	Woodbine to Barboursville	Ky	J. A. Craft	333 00	53
	20227	do	Ky	do		
	20227	do	Ky	do		
	20227	do	Ky	do		
	20227	do	Ky	do		
	20228	Barboursville to Pineville	Ky	do	360 00	57
	20228	do	Ky	do		
	20228	do	Ky	do		
	20228	do	Ky	do		
	27210	Drakesville to Albany	Iowa	F. T. Welch	166 00	79
	27214	Butrace to Moulton; Orleans to Moulton.	Iowa	J. A. Craft	98 00 36 75	47 17
	27214	do	Iowa	do		
	27214	do	Iowa	do		
	27227	Mount Ayr to Blackmore	Iowa	do	146 00	70
	27228	Mount Ayr to Eugene	Iowa	R. Ritter	509 00	81
	27228	do	Iowa	do		
	27230	Redding to Bedford	Iowa	J. A. Craft	374 00 748 00	1 19
	27230	do	Iowa	do		
	27230	do	Iowa	do		
	27235	Hopkins to Stanbaugh	Iowa	R. Ritter	597 00	95
	27235	do	Iowa	do		
	27248	Carton to Reno	Iowa	E. M. Hardin	229 41	73
	27248	do	Iowa	do		
	27249	Hopeville to Grand River	Iowa	J. A. Craft	333 00	53
	27249	do	Iowa	do		
	27250	Murray to Hopeville	Iowa	do	278 00	44
	27250	do	Iowa	do		
	27250	do	Iowa	do		
	27251	Osceola to Lacelle	Iowa	B. W. Beedy	172 00	55
	27251	do	Iowa	do		
	28251	do	Iowa	do		
	27252	Swan Lake to Fairmont	Iowa	W. S. Snow	384 00	1 84
	27252	do	Iowa	do		
	27278	Columbus Junction to White Ash.	Iowa	J. A. Craft	178 00	85
	27225	Washington to Windham	Iowa	P. R. Schnebly	557 00	1 78
	27283	do	Iowa	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 4; Mar. 30, 31, 1886		Failure round trips		
Jan. 9, 11; Feb. 5, 11, 12, 1886	La Fayette	Failure to arrive and depart		
Jan. 16; Feb. 6, 13, 1886	do	Failure to depart		$12 75
Jan. 9; Feb. 11, 12, 1886	Hartville	Failure to arrive		
Jan. 16, 1886	do	Failure to arrive and depart		
Jan. 11, 14; Feb. 4, 15, 1886		Failure round trip		
Feb. 8, 1886	La Fayette	Failure to arrive		13 32
Feb. 9, 1886	do	Failure to depart		
Feb. 3, 5; Mar. 31, 1886		Failure to arrive and depart		8 32
Feb. 3, 1886	Celina	do		
Jan. 9, Feb. 6, 1886		Failure round trips		5 42
Jan. 16, 1886		Failure on 9½ miles		
Feb. 6; Mar. 30, 1886		Failure round trip		5 9
Jan. 16; Feb. 13, 1886		Failure on 8 miles		
Feb. 5, 1886		Failure round trip		8 73
Feb. 12, 1886		Failure on 27½ miles		
Mar. 30, 1886		Failure on 24½ miles		
Jan. 9, 12, 14, 23; Feb. 9, 1886		Failure on 12½ miles		11 11
Jan. 16; Mar. 30, 1886		Failure on 3½ miles		
Feb. 4, 1886		Failure on 15½ miles		
Feb. 6, 1886		Failure round trip		
Feb. 16, 1886	Beckwith	Failure to arrive and depart		
Feb. 4, 1886		Failure round trip		1 58
Jan. 12; Feb. 5, 1886		Failure round trip		10 59
Jan. 9, 16, 1886	Franklin	Failure to arrive		
Jan. 15, 1886	do	Failure to depart		
Jan. 8, 12, 1886		Failure on 13 miles		39 80
Feb. 5, 9, 12, 26; Mar. 2, 5, 9, 12, 16, 1886.		Failure round trips		
Jan. 15, 29; Feb. 19, 1886	Clarksville	Failure to arrive		
Jan. 16, 30; Feb. 20, 1886	do	Failure to depart		
Feb. 3, 5, 12, 13; Mar. 20, 30, 31, 1886.	Woodbine	Failure to arrive		
Feb. 4, 6, 12, 13; Mar. 22, 31, 1886.	do	Failure to depart		
Feb. 4, 6, 12, 13, 15; Mar. 22, 31, 1886.	Barboursville	Failure to arrive		7 96
Feb. 3, 5, 12, 13; Mar. 20, 30, 31, 1886.	do	Failure to depart		
Mar. 27, 1886		Failure on 13½ miles		
Jan. 9, 11; Feb. 3, 4, 5, 12; Mar. 30, 31, 1886.		Failure total		
Jan. 12, 30; Feb. 2, 1886		Failure half trips		12 25
Feb. 1; Mar. 22, 29, 1886	Barboursville	Failure to arrive		
Mar. 22, 27, 1886	do	Failure to depart		
Mar. 10, 1886		Failure total		1 58
Jan. 1 to Feb. 28, 1886		Failure on 5 miles		
Jan. 8, 1886		Failure on 3 miles		12 76
Mar. 9, 12, 16, 19, 23, 26, 30, 1886.		Failure on 3 miles		
Jan. 8, 22, 1886		Failure total		2 80
Jan. 8, 1886		Failure on 1½ miles		1 67
Jan. 22, 1886		Failure on 14½ miles		
Jan. 5, 1886	Redding	Failure to arrive and depart		
Feb. 25, 1886	do	Failure to depart		2 38
Feb. 24, 1886	do	Failure to arrive		
Jan. 4, 8, 1886		Failure total		
Feb. 19; Mar. 19, 1886		Failure on 4 miles		4 57
Jan. 7, 9, 1886	Carbon	Failure to arrive and depart		
Jan. 7, 1886	Reno	do		2 19
Jan. 8, 9, 1886	Hopeville	do		
Jan. 22, 1886	Grand River	do		1 59
Jan. 9, 1886	Murray	do		
Jan. 8, 1886		Failure on 6 miles		1 17
Jan. 22, 1886		Failure on 1½ miles		
Jan. 9, 1886		Failure on 8 miles		
Jan. 16, 1886		Failure on 6 miles		2 20
Jan. 23, 1886		do		
Jan. 4, 8, 15, 18, 22, 1886	Swan Lake	Failure to arrive and depart		11 04
Jan. 9, 1886	Fairmont	Failure to arrive and depart		
Jan. 5, 9, 23; Mar. 23, 1886		Failure total		6 80
Jan. 22, 1886	Washington	Failure to arrive and depart		5 34
Jan. 9, 23, 1886	Windham	do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 26	27318	Doon to Rock Valley	Iowa	Z. T. Carpenter	$287 00	$0 45
	27318	....do	Iowa	....do		
	27318	....do	Iowa	....do		
	27318	....do	Iowa	....do		
	27321	Winterset to Kasson	Iowa	J. A. Craft	168 00	80
	27321	....do	Iowa	....do		
	27358	Des Moines to Vandalia	Iowa	....do	417 00	1 33
	27358	....do	Iowa	....do		
	27358	....do	Iowa	....do		
	27358	....do	Iowa	....do		
	27358	....do	Iowa	....do		
	27380	Marengo to Millersburgh	Iowa	C. M. Morey	592 02	94
	27380	....do	Iowa	....do		
	27380	....do	Iowa	....do		
	27380	....do	Iowa	....do		
	27380	....do	Iowa	....do		
	27447	Onawa to Soldier	Iowa	R. Ritter	302 25	1 45
	27448	Correctionville to Cherokee	Iowa	Z. T. Carpenter	371 00	1 78
	27448	....do	Iowa	....do		
	27488	Dubuque to Luxemburgh	Iowa	N. A. Richardson	1,036 00	1 64
	27488	....do	Iowa	....do		
	27488	....do	Iowa	....do		
	27532	Sioux Rapids to Ayrshire	Iowa	B. W. Beedy	363 82	1 75
	27532	....do	Iowa	....do		
	27532	....do	Iowa	....do		
	27532	....do	Iowa	....do		
	27532	....do	Iowa	....do		
	29100	Rector to Boydsville	Ark	J. Cross	312 21	49
	29101	Cainesville to Tilmanville	Ark	B. Magoffin	113 75	54
	29103	Jonesborough to Herndon	Ark	J. H Tinsley	171 53	51
	29104	Herndon to Herndon	Ark	B. W. Beedy	451 73	1 44
	29107	Augusta to Russell	Ark	J. H. Tinsley	436 00	69
	29112	Augusta to Riverside	Ark	J. J. Campbell	344 32	54
	29112	....do	Ark	....do		
	29122	Lonoke to Hamilton	Ark	A. E. Boone	206 00	99
	29123	Lonoke to Altheimer	Ark	J. Cross	566 56	2 72
	29123	....do	Ark	....do		
	29124	Bermuda to De Witt	Ark	B. W. Beedy	215 72	1 03
	29124	....do	Ark	....do		
	29124	....do	Ark	....do		
	29125	Poplar Grove to Brinkley	Ark	....do	549 00	2 63
	29125	....do	Ark	....do		
	29125	....do	Ark	....do		
	29125	....do	Ark	....do		
	29125	....do	Ark	....do		
	29125	....do	Ark	....do		
	29126	Poplar Grove to Marianna	Ark	John Cross	729 23	2 33
	29126	....do	Ark	....do		
	29126	....do	Ark	....do		
	29126	....do	Ark	....do		
	29126	....do	Ark	....do		
	29126	....do	Ark	....do		
	29134	Pocahontas to Ravenden	Ark	N. A. Richardson	538 32	83 44
	29134	....do	Ark	....do		
	29134	....do	Ark	....do		
	29134	....do	Ark	....do		
	29134	....do	Ark	....do		
	29134	....do	Ark	....do		
	29134	....do	Ark	....do		
	29138	Salem to Bakersfield	Ark	J. M. Richmond	302 91	1 45
	29139	Pineville to Wideman	Ark	T. W. Kankey	52 00	50
	29140	Pineville to West Plains	Ark	T. I. Hicks	824 00	2 64
	29140	....do	Ark	....do		
	29140	....do	Ark	....do		
	29140	....do	Ark	....do		
	29142	La Crosse to Ash Flat	Ark	J. M. Hinkle	489 47	42 72
	29142	....do	Ark	....do		
	29142	....do	Ark	....do		
	29142	....do	Ark	....do		
	29142	....do	Ark	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 22, 1886	Doon	Failure to arrive		
Jan. 8, 22, 1886	....do	Failure to depart		
Jan. 8, 21, 1886	Rock Valley	Failure to arrive	.....	$1 80
Jan. 9, 22, 1886	....do	Failure to depart		
Jan. 9, 1886		Failure total		
Jan. 23, 1886		Failure on 3½ miles	.....	1 96
Jan. 8, 22, 1886	Des Moines	Failure to arrive		
Jan. 9, 23, 1886	....do	Failure to depart		
.....do	Vandalia	Failure to arrive	.....	5 32
Jan. 8, 22, 1886	....do	Failure to depart		
Jan. 9, 22; Mar. 18, 1886	Marengo	Failure to arrive		
Jan 9, 22; Mar. 17, 31, 1886	....do	Failure to depart		
Feb. 27, 1886		Failure on 16 miles	.....	7 88
Jan. 8, 22; Mar. 17, 31, 1886	Millersburgh	Failure to arrive		
Jan. 9, 23; Mar. 18, 1886	....do	Failure to depart		
Jan. 8, 1886	Onawa	Failure to arrive and depart	.....	1 45
Jan. 22, 1886	Cherokee	Failure to arrive		
Jan. 23, 1886	....do	Failure to depart	.....	1 78
Mar. 20, 23, 1886	Dubuque	Failure to arrive		
Mar. 22, 24, 1886	....do	Failure to depart	.....	4 92
Mar. 23, 1886	Luxemburgh	Failure to arrive and depart		
Jan. 5, 9, 23, 1886	Sioux Rapids	Failure to arrive		
Jan. 4, 8, 22, 1886	....do	Failure to depart		
Jan. 4, 8, 1886	Ayrshire	Failure to arrive		
Jan. 5, 9, 1886	....do	Failure to depart	.....	15 24
Jan. 15, 16, 18, 19; Mar. 29, 30, 1886.		Failure on 17 miles one way		
Feb. 3, 4, 5, 1886		Failure total	.....	2 94
Jan. 8; Feb. 5, 1886		.....do	.....	2 16
Feb. 3, 5, 1886		.....do	.....	2 16
.....do		.....do	.....	5 76
Feb. 2, 3, 4, 5, 1886		.....do	.....	5 52
Feb. 3, 4, 5, 1886	Augusta	Failure to arrive and depart		
Feb. 3, 4, 1886	Riverside	.....do	.....	2 70
Jan. 9; Feb. 3, 1886		Failure total	.....	3 96
Jan 26, 1886	Altheimer	Failure on 25 miles		
Feb. 5, 1886		Failure on 15 miles	.....	4 86
Jan. 9, 1886	Bermuda	Failure to arrive and depart		
.....do	De Witt	.....do	.....	2 40
Jan. 23, 1886		Failure on 3 miles		
Dec. 25, 1885	Poplar Grove	Failure to depart		
Dec. 26, 1885	.. do	Failure to arrive		
Jan. 8; Feb. 5, 1886	....do	Failure to depart		
Jan. 9; Feb. 6, 1886	....do	Failure to arrive		
Dec. 25, 1885; Jan. 8; Feb. 2, 1886.	Brinkley	.....do	.....	15 78
Dec. 26, 1885; Jan. 9; Feb. 3, 1886.	....do	Failure to depart		
Feb. 14, 1886	Poplar Grove	Failure to arrive		
Feb. 5, 1886	....do	Failure to depart		
Jan. 8, 1886	Marianna	Failure on 20½ miles		
Jan. 22; Feb. 3, 1886	...do	Failure to arrive	.....	11 76
Jan. 23; Feb. 6, 1886	...do	Failure to depart		
Feb. 26, 1886	....do	Failure on 20½ miles		
Feb. 3, 1886	Pocahontas	Failure to arrive and depart 3 times a week.		
Feb. 5, 1886	....do	Failure on 13 miles		
Feb. 10, 1886		Failure on 8 miles		
Feb. 6, 1886	Pocahontas	Failure on 10 miles, 3 times a week service.	.....	7 65
Feb. 8, 11, 15, 1886		Failure total, 6 times a week service.		
Feb. 2, 3, 4, 1886	Pocahontas	Failure half trip		
Feb. 5, 1886		Failure total	.....	2 90
Jan. 8; Feb. 5, 1886	Pineville	Failure to arrive and depart	.....	1 00
Jan. 15; Feb. 3, 5, 1886	....do	Failure to arrive		
Jan. 16; Feb. 4, 6, 1886	....do	Failure to depart		
Feb. 3, 8, 1886	West Plains	Failure to arrive	.....	13 20
Feb. 4, 6, 1886	... do	Failure to depart		
Jan. 9, 15; Feb. 2, 3, 4, 5, 6, 16, 17, 1886.	La Crosse	Failure total 6 times a week		
Feb. 9, 1886	Franklin	Failure half trip, 6 times a week service.		
Jan. 9, 1886		Failure total, 3 times a week service.	.....	15 90
Feb. 2, 4, 6, 1886		Failure total		
Jan. 15; Feb. 16; Mar. 30, 1886.	Franklin	Failure half trips		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 26	29144	Evening Shade to Hardy	Ark	T. I. Hicks	$561 60	$1 80
	29144	do	Ark	do		
	29144	do	Ark	do		
	29144	do	Ark	do		
	29144	do	Ark	do		
	29144	do	Ark	do		
	29144	do	Ark	do		
	29145	La Crosse to Union	Ark	J. M. Hinkle	214 96	1 03
	31123	Cuero to Saint Mary's	Tex	G. M. Snodgrass	3,700 00	5 90
	31123	do	Tex	do		
	31123		Tex			
	31181	Boerne to Curry's Creek	Tex	A. E. Boone	520 50	1 66
	31311	Hearne to Macy	Tex	W. B. Catching	341 00	1 09
	31311	do	Tex	do		
	31312	Hearne to Maysfield	Tex	do	291 00	93
	31312	do	Tex	do		
	31419	Pittsburgh to Simpson	Tex	G. M. Snodgrass	217 00	69
	33200	Alton to Russell	Kans	A. Colwell	615 59	2 95
	33200	do	Kans	do		
	33200	do	Kans	do		
	33202	Bunker Hill to Osborne	Kans	J. L. B. Stanton	580 00	1 85
	33202	do	Kans	do		
	33202	do	Kans	do		
	33202	do	Kans	do		
	33203	Russell to Osborne	Kans	A. N. Harris	689 07	2 20
	33203	do	Kans	do		
	33203	do	Kans	do		
	33203	do	Kans	do		
	33203	do	Kans	do		
	33204	Russell to Great Bend	Kans	do	489 54	1 02 87
	33204	do	Kans	do		
	33204	do	Kans	do		
	33204	do	Kans	do		
	33205	Russell to La Crosse	Kans	J. L. B. Stanton	355 38	1 70
	33205	do	Kans	do		
	33205	do	Kans	do		
	33205	do	Kans	do		
	33206	Easdale to Hays City	Kans	W. H. Smith	197 00	94
	33206	do	Kans	do		
	33207	Hays City to Larned	Kans	J. R. Tupper	1,581 00	2 51
	33207	do	Kans	do		
	33207	do	Kans	do		
	33207	do	Kans	do		
	33208	Hays City to Ness City	Kans	William Finley	574 00	2 75
	33208	do	Kans	do		
	33208	do	Kans	do		
	33208	do	Kans	do		
	33209	Rook's Centre to Hays City	Kans	B. Magoffin	740 00	3 55
	33209	do	Kans	do		
	33209	do	Kans	do		
	33209	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 16, 1886	Evening Shade	Failure to arrive		
Feb. 4, 6, 1886	do	do		
Feb. 3, 5, 1886	do	Failure to depart	.....	$10 44
Feb. 10, 1886		Failure on 12 miles		
Jan. 16; Feb. 4, 6, 1886	Hardy	Failure to depart		
Feb. 3, 5, 1886	do	Failure to arrive		
Feb. 2, 5, 1886		Failure total	.....	4 12
Mar. 2, 1886		Failure on 63½ miles		
Mar. 3, 1886	Refugio	Wet mail		
		February and March frequent failures of Subcontractor Whitley to connect with mails on other parts of the route, breaking continuity of trips.	$5 00	9 42
Mar. 4, 1886	Curry's Creek	Failure to arrive and depart	.....	1 66
Mar. 3, 1886	Macy	do	1 00	1 09
Mar. 2, 1886	Hearne	Wet mail		
Mar. 3, 1886	do	Failure to arrive	.....	1 39
do	Maysfield	Failure to arrive and depart		
Jan. 8, 1886		Failure total	.....	1 38
Jan. 11, 18, 25; Feb. 11, 1886	Alton	Failure to arrive and depart		
Jan. 5, 8, 12; Feb. 16, 1886	Russell	Failure to arrive		23 60
Jan. 6, 9, 13; Feb. 17, 1886	do	Failure to depart		
Jan. 7, 12, 14, 21, 23; Feb. 9, 13, 1886.	Bunker Hill	Failure to arrive		
Jan. 4, 6, 8, 15, 20, 22; Feb. 10, 12, 1880.	do	Failure to depart		
Jan. 4, 6, 8, 11, 15, 20, 22; Feb. 10, 12, 15, 17, 19; Mar. 5, 1886.	Osborne	Failure to arrive	.....	37 92
Jan. 5, 7, 9, 12, 16, 21, 23; Feb. 11, 14, 16, 18, 20; Mar. 6, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 11, 15; Feb. 3, 10, 17; Mar. 29, 1886.	Russell	Failure to arrive		
Jan. 5, 7, 9, 12, 16; Feb. 4, 9, 16, 27; Mar. 30, 1886.	do	Failure to depart		
Jan. 1, 6, 8, 11, 13, 18, 20; Feb. 3, 5, 10, 15, 17; Mar. 30, 1886.	Osborne	Failure to arrive	.....	49 50
Jan. 2, 5, 7, 9, 14, 16, 21; Feb. 2, 6, 11, 16, 18; Mar. 29, 1886.	do	Failure to depart		
Jan. 2, 7, 9; Feb. 4, 1886	Russell	Failure to arrive twice a week		
Jan. 4, 6, 8; Feb. 3, 1886	do	Failure to depart		
Jan. 4, 6, 8, 11, 13; Feb. 3, 1886.	Great Bend	Failure to arrive	.....	9 30
Jan. 5, 7, 9, 12, 14; Feb. 4, 1886.	do	Failure to depart, 3 times a week service.		
Jan. 5, 8, 12, 19, 22, 26; Feb. 2, 9, 19, 1886.	Russell	Failure to arrive		
Jan. 4, 7, 11; Feb. 4, 11, 15, 1886.	do	Failure to depart		
Jan. 4, 7, 11, 14, 18, 21, 28; Feb. 4, 8, 11, 15, 18; Mar. 8, 1886.	La Crosse	Failure to arrive	.....	34 65
Jan. 5, 8, 12, 15, 19, 22, 29; Feb. 5, 9, 12, 16, 19; Mar. 9, 1886.	do	Failure to depart		
Jan. 2; Mar. 20, 1886	Easdale	Failure to arrive and depart	.....	4 70
Jan. 2, 5; Mar. 20, 1886	Hays City	do		
Jan. 1, 2, 4, 6, 7, 8, 9; Feb. 1, 1886.	do	Failure to arrive		
Jan. 2, 4, 5, 7, 8, 1886	do	Failure to depart	.....	28 87
Jan. 2, 4, 6, 7; Feb. 1, 1886	Larned	Failure to arrive		
Jan. 2, 4, 5, 7; Feb. 2, 1886	do	Failure to depart		
Jan. 2, 9, 1886	Hays City	Failure to arrive		
Jan. 5, 8, 1886	do	Failure to depart	.....	13 75
Jan. 8; Feb. 2, 9, 1886	Ness City	Failure to arrive		
Jan. 9; Feb. 3, 10, 1886	do	Failure to depart		
Jan. 2, 9, 13, 16, 20, 23, 30; Mar. 6, 1886.	Rook's Centre	Failure to arrive		
Jan. 4, 8, 12, 15, 19, 22, 29; Feb. 16; Mar. 5, 26, 1886.	do	Failure to depart	.....	65 67
Jan. 4, 8, 12, 15, 19, 22, 29; Feb. 2, 9, 23, 1886.	Hays City	Failure to arrive		
Jan. 2, 9, 13, 16, 20, 23, 30; Feb. 3, 10, 1886.	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 26	33210	Stockton to Russell	Kans	J. L. B. Stanton	$753 27	$2 41
	33210	do	Kans	do		
	33201	do	Kans	do		
	33211	Stockton to Bloomington	Kans	J. D. Emerson	1,339 10	1 15
						1 96
	33211	do	Kans	do		
	33211	do	Kans	do		
	33211	do	Kans	do		
	33212	Stockton to Hays City	Kans	William Finley	578 00	1 85
	33212	do	Kans	do		
	33212	do	Kans	do		
	33212	do	Kans	do		
	33213	Stockton to Fargo	Kans	C. C. Morse	426 51	2 04
	33213	do	Kans	do		
	33213	do	Kans	do		
	33213	do	Kans	do		
	33214	Stockton to Millbrook	Kans	J. D. Emerson	569 00	1 82
	33214	do	Kans	do		
	33214	do	Kans	do		
	33214	do	Kans	do		
	33216	Marvin to Stockton	Kans	J. R. Tupper	277 04	1 33
	33219	Phillipsburgh to Alma	Kans	J. D. Emerson	261 33	1 25
	33220	Logan to Almena	Kans	do	277 95	88
	33220	do	Kans	do		
	33221	Long Island to Phillipsburgh	Kans	do	332 00	1 06
	33223	Logan to Ellis	Kans	G. Rockwell	800 00	3 84
	33223	do	Kans	do		
	33223	do	Kans	do		
	33223	do	Kans	do		
	33225	Norton to Alma	Kans	J. D. Emerson	609 27	1 95
	33225	do	Kans	do		
	33225	do	Kans	do		
	33225	do	Kans	do		
	33226	Norton to Oberlin	Kans	do	744 00	2 38
	33226	do	Kans	do		
	33226	do	Kans	do		
	33226	do	Kans	do		
	33227	Norton to Shibboleth	Kans	do	452 38	1 44
	33227	do	Kans	do		
	33227	do	Kans	do		
	33227	do	Kans	do		
	33228	Edmond to Wakeeney	Kans	W. H. Winslow	1,235 59	1 96
	33228	do	Kans	do		
	33229	Fremont to Wakeeney	Kans	B. Magoffin	335 00	1 61
	33229	do	Kans	do		
	33229	do	Kans	do		
	33231	Lenora to Sheridan	Kans	A. B. Kellogg	474 61	1 51
	33231	do	Kans	do		
	33231	do	Kans	do		
	33231	do	Kans	do		
	33232	Lenora to Kenneth	Kans	B. Magoffin	580 21	1 85
	33232	do	Kans	do		
	33232	do	Kans	do		
	33232	do	Kans	do		
	33237	Wakeeney to Dodge City	Kans	J. R. Miner	1,540 00	4 93
	33237	do	Kans	do		
	33237	do	Kans	do		
	33237	do	Kans	do		
	33237	do	Kans	do		
	33238	Wakeeney to Utica	Kans	J. E. Bushman	380 00	1 82
	33238	do	Kans	do		
	33238	do	Kans	do		
	33238	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 11, 15, 18, 22, 29; Feb. 3, 10; Mar. 29, 1886.	Stockton	Failure to arrive and depart		
Jan. 1, 4, 6, 8, 11, 13, 18, 20, 25, 1886.	Russell	Failure to arrive	.....	$42 17
Dec. 31; Jan. 5, 7, 9, 13, 15, 21, 23, 1886.	do	Failure to depart		
Jan. 4, 6, 7, 8, 12, 1886	Stockton	Failure to arrive 6 times a week		
Jan. 2, 5, 7, 8, 11, 1886	do	Failure to depart	.....	12 65
Jan. 1, 4, 5, 7, 8, 11, 1886	Kirwin	Failure to arrive 6 times a week		
Jan. 2, 4, 6, 7, 8, 12, 1886	do	Failure to depart		
Jan. 4, 8, 11, 15, 20, 29; Feb. 3, 10, 1886.	Stockton	Failure to arrive		
Jan. 5, 9, 12, 16, 21, 30; Feb. 4, 11, 1886.	do	Failure to depart	.....	24 05
Jan. 2, 7, 9, 16, 19, 21, 1886	Hays City	Failure to arrive		
Jan. 4, 8, 11, 20, 1886	do	Failure to depart		
Jan. 9, 1886	Stockton	Failure to arrive		
Jan. 8, 1886	do	Failure to depart		
Jan. 5, 8, 22, 1886	Fargo	Failure to arrive	.....	8 16
Jan. 6, 9, 23, 1886	do	Failure to depart		
Jan. 7; Feb. 2, 1886	Stockton	Failure to arrive		
Jan. 8; Feb. 3, 1886	do	Failure to depart		
Jan. 4, 8, 1886	Millbrook	Failure to arrive	.....	7 28
Jan. 5, 7, 1886	do	Failure to depart		
Jan. 4–5, 8–9, 1886	do	Failure total	.....	5 32
Jan. 4, 8, 1886		Failure total	.....	5 00
Jan. 9, 1886	Logan	Failure to arrive and depart	.....	5 28
Jan. 5, 7, 9, 12, 16, 1886	Almena	do		
Jan. 7, 9, 1886		Failure of half trip	.....	2 12
Jan. 8, 1886	Logan	Failure to arrive		
Jan. 7, 1886	do	Failure to depart		
Jan. 4, 1886	Ellis	Failure to arrive	.....	7 68
Jan. 5, 1886	do	Failure to depart		
Jan. 6, 8, 15, 20, 27, 1886	Norton	Failure to arrive		
Jan. 7, 8, 16, 21, 26, 1886	do	Failure to depart		
Jan. 2, 7, 8, 16, 21, 26, 1886	Alma	Failure to arrive	.....	21 45
Jan. 4, 6, 8, 15, 20, 27, 1886	do	Failure to depart		
Jan. 5, 7, 12, 16, 21, 28; Feb. 4, 11, 1886.	Norton	Failure to arrive		
Jan. 1, 6, 11, 13, 18, 25; Feb. 1, 8, 15, 1886.	do	Failure to depart		
Jan. 8, 15, 20; Feb. 3, 10, 17, 1886.	Oberlin	Failure to arrive	.....	34 51
Jan. 9, 16, 21; Feb. 4, 11, 18, 1886.	do	Failure to depart		
Jan. 2, 7, 14, 19, 23, 26, 30, 1886.	Norton	Failure to arrive		
Jan. 6, 13, 18, 25, 29, 1886	do	Failure to depart	.....	17 28
Jan. 1, 8, 15, 18, 25, 27, 1886	Shibboleth	Failure to arrive		
Jan. 2, 9, 14, 19, 26, 28, 1886	do	Failure to depart		
Jan. 4, 5, 7, 8, 11, 13, 1886	Wakeeney	Failure to arrive	.....	10 78
Jan. 4, 5, 6, 9, 12, 1886	do	Failure to depart		
Jan. 5, 9, 16, 19, 1886	Freemont	Failure to arrive		
Jan. 4, 8, 15, 22, 1886	do	Failure to depart	.....	12 88
Jan. 4, 8, 15, 22, 1886	Wakeeney	Failure to arrive and depart		
Jan. 4, 8, 15, 20, 1886	Lenora	Failure to arrive		
Jan. 5, 9, 16, 21, 1886	do	Failure to depart	.....	10 57
Jan. 9, 14, 21, 1886	Sheridan	Failure to arrive		
Jan. 11, 15, 22, 1886	do	Failure to depart		
Jan. 4, 6, 8, 15, 22, 29; Feb. 3, 10, 1886.	Lenora	Failure to arrive		
Jan. 5, 7, 9, 16, 23, 30; Feb. 4, 11, 1886.	do	Failure to depart	.....	25 90
Jan. 5, 7, 16, 23; Feb. 4, 11, 1886	Kenneth	Failure to arrive		
Jan. 4, 6, 15, 22; Feb. 3, 10, 1886.	do	Failure to depart		
Jan. 1, 4, 8, 13, 15, 20, 15; Feb. 1, 3, 10, 1886.	Wakeeney	Failure to arrive		
Jan. 5, 7, 14, 19, 21, 26, 30; Feb. 4, 11, 1886.	do	Failure to depart	.....	59 16
Jan. 2, 7, 12, 1886	Dodge City	Failure to arrive		
Jan. 4, 20, 1886	do	Failure to depart		
Jan. 5, 19; Feb. 16, 1886	Wakeeney	Failure to arrive		
Jan. 7, 14, 21; Feb. 17, 1886	do	Failure to depart	.....	11 83
Jan. 4, 14, 21, 1886	Utica	Failure to arrive		
Jan. 5, 15, 22, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 26	44104	Astoria to Sea Side	Oreg...	G. K. & E. M. Grimes	$660 00	$2 11
	44120	Forest Grove to Gales Creek	Oreg...	H. A. Lawton	96 84	93
	44130	McMinnville to Grand Ronde	Oreg...	do	1,360 00	2 16
	44139	Albany to Corvallis	Oreg...	W. M. Griffith	440 00	70
	44141	Crawfordsville to Halsey	Oreg...	R. C. Martin	580 00	92
	44146	Corvallis to Junction City	Oreg...	J. J. Eaton	332 00	1 06
	44146	do	Oreg...	do		
	44146	do	Oreg...	do		
	44146	do	Oreg...	do		
	44146	do	Oreg...	do		
	44164	Oakland to Looking-Glass	Oreg...	L. Buell	574 50	2 75
	44174	Dora to Myrtle Point	Oreg...	H. N. Warren	1,182 00	1 88
	44178	Grant's Pass to Crescent City	Oreg...	P. McMahon	2,590 32	8 30
	44178	do	Oreg...	do		
	44178	do	Oreg...	do		
	44178	do	Oreg...	do		
	44181	Grant's Pass to Galice	Oreg...	C. C. McCoy	240 00	2 30
	44189	The Dalles to Mitchell	Oreg...	H. R. Eastman	4,220 00	13 52
	44189	do	Oreg...	do		
	44189	do	Oreg...	do		
	44190	The Dalles to Prineville	Oreg...	W. H. Ridenbaugh	1,445 20	4 62
					523 62	2 51
					2,073 54	6 64
	44190	do	Oreg...	do		
	44190	do	Oreg...	do		
	44190	do	Oreg...	do		
	44190	do	Oreg...	do		
	44226	Ashland to Linkville	Oreg...	V. H. Pease	1,660 00	5 31
	44226	do	Oreg...	do		
	44237	Linkville to Lakeview	Oreg...	H. R. Eastman	3,490 00	11 18
	44237	do	Oreg...	do		
	44244	Camas Valley to Deskins	Oreg...	V. H. Pease	420 00	4 03
	44244	do	Oreg...	do		
	44254	Roseburgh to Myrtle Point	Oreg...	J. A. Lehuhen	947 27	4 55
					459 70	4 42
	44254	do	Oreg...	do		
	44257	Galesville to Glendale	Oreg...	A. H. Boomer	520 00	83
	44258	Prineville to Burns	Oreg...	H. N. Warren	2,997 19	28 81
	44264	Britten to Granite	Oreg...	C. M. Kellogg	320 93	3 07
	44264	do	Oreg...	do		
	44280	Engene City to Coburg	Oreg...	V. H. Pease	340 00	1 08
		MAIL-MESSENGER SERVICE.				
	60025	East Sumner to Railroad	Me	G. E. Barrows	35 00	06
	60036	Hampden Corner to Railroad	Me	C. A. Delano	160 00	49
	63190	Chartley to Railroad	Mass ..	W. A. Sturdy	50 00	
	64005	Centerdale to Railroad	R. I	C. T. Batchelder	128 00	20
	64013	Mohegan to Railroad	R. I	J. R. Greenhalgh	250 00	20
		RAILROAD SERVICE.				
	5001	Norwich to Worcester	Conn .	N. Y. & N. E. Rwy	5,868 33	
	5004	New Haven to New London	Conn ..	N. Y., N. H. & H. Rwy	2,589 00	3 54
	17006	Selma to Akron Junction	Ala....	C. S. & M. Rwy	3,871 09	6 18
	22022	Anderson to Benton Harbor	Ind	C. W. & Mich. Rwy	10,700 90	17 09
	22025	Indianapolis to Terre Haute	Ind	I. & St. L. Rwy Co	7,707 90	10 55
						2 84
	22026	Washington to Evansville	Ind	E. & I. Rwy	2,466 67	3 94
	22026	do	Ind	do		
	22032	Evansville to Jasper	Ind	L., E. & St. L. Ry	3,676 62	5 87
						2 81

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 20, 1886	Sea Side	Failure to connect	$105 00	
Jan. 2, 9, 16, 1886	Gale's Creek	Failure to arrive on schedule time.	140 00	
Feb. 23, 1886	McMinnville	Failure to arrive		$1 08
Feb. 2, 1886		Failure round trip		1 40
Jan. 20, 1886	Crawfordsville	Mail bag wet	1 00	
Jan. 18, 20, 22, 25; Feb. 1, 1886	Corvallis	Failure to arrive		
Jan. 19, 20, 23, 26; Feb. 2, 1886	do	Failure to depart		
Jan. 19, 21, 23, 26; Feb. 2, 1886	Junction City	Failure to arrive		12 01
Jan. 18, 20, 22, 25; Feb. 1, 1886	do	Failure to depart		
Jan. 27–28, 1886		Failure on 18 miles		
Feb. 1–2, 1886	Oakland	Failure on 12 miles		2 20
Feb. 1, 1886		do		2 65
Jan. 28, 1886	Grant's Pass	Failure to arrive		
Jan. 27, 1886	do	Failure to depart		
Jan. 28; Feb. 2, 1886	Crescent City	Failure to arrive		20 75
Jan. 29, 1886	do	Failure to depart		
Jan. 23, 1886		Failure round trip		4 60
do	The Dalles	Failure to arrive		
Jan. 26, 1886	Mitchell	do		20 28
Jan. 27, 1886	do	Failure to depart		
Jan. 25; Feb. 5, 1886	Bake Oven	Failure to arrive		
Jan. 26; Feb. 6, 1886	do	Failure to depart		23 24
Jan. 23, 30, 1886	Prineville	Failure to arrive		
Jan. 25, 1886	do	Failure to depart		
Jan. 27–28, 1886		Failure round trip		
Jan. 14, 21, 23; Feb. 2, 1886	Linkville	Wet mail	10 00	10 62
Jan. 30, 1886	do	Failure to arrive		
Jan. 31, 1886	do	Failure to depart		11 18
Jan. 22, 1886		Failure on 22 miles		
Jan. 29, 1886		Failure on 22 miles		8 44
Feb. 9, 10; Mar. 9, 10, 16–17, 1886.	Camas Valley, Myrtle Point.	Failure 3 round trips		
		Mail bag wet every rain	10 00	26 52
Jan. 21, 22, 26, 27, 28, 29; Feb. 11, 12, 1886.		Failure on 7 miles		12 40
Mar. 29, 1886	Prineville	Failure to depart		14 40
Mar. 9, 1886	Britten	Failure to arrive		
Mar. 9, 1886	Granite	Failure to depart		3 07
Jan. 30, 1886		Failure round trip		2 16
Feb. 27; March 2, 1886	On the route	Failure 2 trips, each		24
Feb. 26, 27; March 1, 1886	do	Failure on 3½ miles each		1 10
Feb. 13 to 23, 1886		Service performed by postmaster.		1 53
Feb. 15, 1886		Failure 2 trips		40
Mar. 6, 1886	On the route	Failure 1 trip		20
Feb. 13 to 18, 1886		No service performed		97 80
		Failed to run R. P. O. car (55 feet) one way over the route Feb. 12, and both ways Feb. 13, 14, 15, 1886.		24 82
Mar. 30, 31, 1886		Failure round trip		24 72
Jan. 11; Feb. 6, 1886	Benton Harbor	Failure to connect	17 00	
	Indianapolis	Failed to connect with depending mails, as follows: No. 4, Jan. 12, Feb. 26; No. 8, Jan. 9, 11, 12, and No. 12, Jan. 9, 10, 12, 13, 15, 24, 29, Feb. 5, 6, 26, 27, 28, Mar. 1, 14, 23, 27, 28, 29.	32 75	
Jan. 4, 11; Feb. 17, 1886	Evansville	Failure to connect		
Jan. 9, 1886		Failure round trip	6 00	7 88
	Evansville	Failed to connect with depending mails, as follows: No. 5, Jan. 8, 9, and No. 11, Jan. 7, 8, 9, 11, 14, 18, 22, 1886.	25 25	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. Apr. 26	22035	New Salisbury to Corydon	Ind	L., N., A. & C. Rwy. ..	$358 67	$0 57
	22037	Anderson to Noblesville.....	Ind	Midland Rwy.....	853 29	1 36
	22937	.....do	Ind	.....do	.....	.....
	22038	Indianapolis to Chicago	Ind	L., N., A. & C. Rwy ..	13, 123 55	17 97 9 67
	22039	Fort Branch to Mount Vernon.	Ind	E. & T. H. Rwy	1, 656 56	2 64
	31006	Longview to Houston.....	Tex....	Int'l & G. W. Rwy....	34, 539 18	47 31
	31006	.. do	Tex....	....do	.....	.....
	33009	Junction City to Parsons.....	Kans ..	Mo. Pacific Rwy.....	9, 826 78	.....
	33031	Paola to Le Roy Junction.....	Kans ..	....do	4, 199 76	.....
	33040	Atchison to Omaha.....	Kans ..	....do	10, 743 14	17 16
	33040	.....do	Kans ..	....do	.....	.....
	33040	.....do	Kans ..	....do	.....	.....
	33040	.....do	Kans ..	....do	.....	.....
		Remissions.				
		STAR SERVICE.				
	14101	Walhalla to Walhalla.....	S. C....	C. A. Easley ..:.....	182 88	1 75
	14105	Pickens C. H. to Nine Times ..	S. C....	P. G. Thomas	156 33	50
	14108	Easley to Pendleton.....	S. C....	J. N. Howard	129 00	62
		STAR SERVICE.				
Apr. 27	2101	Jacksonville to Brattleborough	Vt.....	A. P. Wellcome.....	620 00	99
	2101	.....do	Vt.....	.....do	.....	.....
	2102	Jacksonville to North Adams..	Vt.....	M. H. Goddard.....	780 00	1 24
	2102	.....do	Vt....	.....do	.....	.....
	2103	Jacksonville to Colerain.....	Vt.....	J. R. Tupper	374 00	59
	2103	.....do	Vt.....	.....do	.....	.....
	2103	.....do	Vt.....	.....do	.....	.....
	2103	.....do	Vt.....	.....do	.....	.....
	2105	Wilmington to Bennington	Vt.....	J. A. Craft	643 00	1 02
	2105	.....do	Vt.....	.....do	.....	.....
	2105	.....do	Vt.....	.....do	.....	.....
	2105	.....do	Vt.....	.....do	.....	.....
	2107	Somerset to Searsburgh	Vt.....	B. W. Beedy	126 00	60
	2119	West Townsend to North Windham.	Vt.....	.....do	333 00	53
	2119	.....do	Vt.....	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	Corydon	Failed to connect with depending mails, as follows: No. 2, Jan. 1, 2, 7, 8, 11, 12, 13, 23, 26, 30; Feb. 1, 2, 3, 12, 17, 18, 20, 25, 26, 27; Mar. 12, 13, 20, 1886.	$8 00	.....
.....	Anderson.....	Failed to arrive Jan. 6, 26; to depart Jan. 27, and to arrive and depart Feb. 5, 6, 11, 12, 24, and March 29, 1886.	.....	$24 48
.....	Noblesville	Failed to arrive and depart Jan. 27; Feb. 5, 6, 8, 9, 11, 12, 13, 24; Mar. 29, 1886; to depart Jan. 26.		
.....	Indianapolis	Failed to connect with depending mails, as follows: No. 8, Jan. 4, 10, 23, 28, Feb. 2, 4, Mar. 3, 15; and No. 12, Jan. 9, 21. 23, 28, Feb. 3, 5, 6, 1886. Chicago, No. 1, Jan. 28; Feb. 1, 5, 24; March 23, 1886.	97 00	.....
Jan. 9, 1886.....	.....	Failure round trip	.....	5 28
Mar. 26, 1886	Longview to Troup	Failure one way (24.48 miles) .	23 50	4 90
Jan. 11, 1886.....	Houston	Failure to connect.....		
.....	.....	Failure one way between Junction City and Kelso (30.14 miles), Jan. 7, 8; Emporia and Parsons (94.12 miles), Feb. 2; Neosho Falls and Junction City (114.64 miles), Feb. 2; Junction City and Emporia (63.74 miles), and Parsons and Neosho Falls (43.22 miles), Feb. 3, 1886.	.....	32 06
.....	.....	No service performed between Le Roy Junction and Garnet (29.50 miles), Jan. 8, 1886.	.....	5 52
Jan. 4, 8, 9, 22, 1886.....	Atchison	Failure to arrive and depart.		
Jan. 7, 1886.....	....do	Failure to arrive.....		
Jan. 4, 8, 29, 1886.....	Omaha.....	Failure to arrive and depart..	.....	145 86
Jan. 5, 22, 1886.....	....do	Failure to depart.....		

Remit $0 16 of the deduction noted in report for April 22, 1886, it having been shown that the distance should have been stated 31¼ miles instead of 29½ miles, and the deduction $2.63 instead of $2.79.

Remit 0 32 of the deduction noted in report for April 22, 1886, it having been shown that this deduction was based on an annual pay of $156.33 instead of $134, and the deduction should be $1.68 instead of $2

Remit 0 12 of the deduction noted in report for April 22, 1886, it having been shown that this deduction was based upon 18 miles length of route instead of 22 miles, and the deduction should be $1.80 instead of $1.92.

Feb. 26, 1886.....	Jacksonville	Failure to arrive.....	.....	$1 00
Feb. 27, 1886.....	... do	Failure to depart		
Feb. 26, 1886.....	....do	Failure to arrive.....	.....	1 86
Feb. 26, 1886.....	North Adams.....	Failure to arrive and depart..		
Feb. 26, 1886.....	Jacksonville	Failure to arrive.....		
Feb. 27, 1886.....	....do	Failure to depart	.....	1 18
Feb. 26, 1886	Colerain	.....do		
Feb. 27, 1886.....	....do	Failure to arrive.....		
Jan. 20, Feb. 25, 26, 27; Mar. 2, 31, 1886.	Wilmington	.....do		
Jan. 21; Feb. 26, 27; Mar. 1, 3, 1886.	....do	Failure to depart	.....	8 67
Jan. 21; Feb. 26, 27, 1886	Bennington.....	Failure to arrive		
Jan. 20; Feb. 26, 27, 1886.....	....do	Failure to depart		
Feb. 27, 1886.....	.....	Failure to perform service....	.....	1 20
Feb. 26, 1886.....	.....	Failure on 8 miles	.....	1 48
Feb. 27, 1886.....	.....	Failure on 6 miles.....		

Fines imposed on contractors and deductions from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 27	2122	South Londonderry to Chester Depot.	Vt	M. H. Goddard	$396 00	$0 63
	2144	Bridgewater to Ludlow	Vt	C. W. Carpenter	224 00	35
	2144	do	Vt	do		
	2144	do	Vt	do		
	2160	Granville to West Braintree	Vt	Z. T. Carpenter	920 00	46
	2160	do	Vt	do		
	2160	do	Vt	do		
	2160	do	Vt	do		
	2160	do	Vt	do		
	2160	do	Vt	do		
	2161	Warren to Roxbury	Vt	J. R. Tupper	272 00	43
	2161	do	Vt	do		
	2161	do	Vt	do		
	2161	do	Vt	do		
	2166	Chelsea to Washington	Vt	B. W. Beedy	388 00	61
	2166	do	Vt	do		
	2166	do	Vt	do		
	2166	do	Vt	do		
	2168	Chelsea to East Thetford	Vt	J. R. Tupper	579 00	92
	2168	do	Vt	do		
	2168	do	Vt	do		
	2168	do	Vt	do		
	2169	Strafford to Pompanoosuc	Vt	B. W. Beedy	370 00	59
	2195	Morrisville to Worcester	Vt	do	490 00	78
	2195	do	Vt	do		
	2195	do	Vt	do		
	2185	do	Vt	do		
	2198	Hardwick to Plainfield	Vt	J. R. Tupper	528 00	34
	2198	do	Vt	do		
	2198	do	Vt	do		
	2206	Waterford to Saint Johnsbury	Vt	W. S. Sunbury	399 00	63
	2206	do	Vt	do		
	2206	do	Vt	do		
	2209	Granby to North Concord	Vt	B. W. Beedy	309 00	49
	2214	South Wheelock to Lyndon	Vt	W. L. Argue	190 00	30
	2219	East Newark to Island Pond	Vt	B. W. Beedy	129 00	62
	2220	Island Pond to Derby Line	Vt	C. Wing	499 00	79
	2220	do	Vt	do		
	2220	do	Vt	do		
	2221	do	Vt	do	257 00	82
	2229	Barton to South Albany	Vt	C. F. Lee	294 00	46
	2229	do	Vt	do		
	2229	do	Vt	do		
	2238	Hyde Park to Lowell	Vt	B. W. Beedy	590 00	94
	2238	do	Vt	do		
	2238	do	Vt	do		
	2238	do	Vt	do		
	2272	Montgomery Centre to Eden	Vt	do	170 00	81
	2272	do	Vt	do		
	2273	Wilmington to Readsborough	Vt	Knowlton & Jackson	247 00	39
	2273	do	Vt	do		
	2273	do	Vt	do		
	2273	do	Vt	do		
	2278	Bridgewater to Rutland	Vt	M. H. Goddard	589 00	94
	2278	do	Vt	do		
	2278	do	Vt	do		
	2278	do	Vt	do		
	8206	Linwood Station to Booth Corner.	Pa	C. W. Underwood	240 00	38
	8210	West Chester to White House.	Pa	Z. T. Carpenter	357 00	57
	8213	West Chester to Newtown Square.	Pa	C. C. Morse	473 00	75
	8216	Chester Springs to Blue Rock	Pa	do	446 00	71
	8235	Parkersburgh to Oxford	Pa	Z. T. Carpenter	420 00	67
	8236	Oxford to Wakefield	Pa	do	380 00	60
	8236	do	Pa	do		
	8237	Nottingham to Hickory Hill	Pa	E. Nutt	325 00	51
	8237	do	Pa	do		
	8238	Nottingham to Pleasant Grove	Pa	C. C. Morse	346 00	55
	8239	Gap to Pequea	Pa	J. B. Colegrove	326 76	52
	8241	Christiana to Kirkwood	Pa	B. F. Crouse	373 00	59
	8241	do	Pa	do		
	8242	White Rock to Kirkwood	Pa	do	177 00	28

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 28, 1886	.....	Failure to perform service	.....	$1 26
Feb. 26, 27, 1886	Ludlow	Failure to arrive and depart	.....	1 22
Feb. 26, 1886	Bridgewater	....do		
Feb. 27, 1886	....do	Failure to depart		
Feb. 26; Mar. 2, 3, 1886	Granville	Failure to arrive	.....	2 76
Mar. 3, 1886	....do	Failure to depart		
Feb. 27, 1886	....do	Failure to arrive and depart		
Feb. 26; Mar. 2, 4, 1886	West Braintree	Failure to depart		
Mar. 3, 1886	....do	Failure to arrive		
Feb. 27, 1886	....do	Failure to arrive and depart		
Feb. 26, 1886	Warren	Failure to arrive	.....	1 29
Feb 27, 1886	....do	Failure to arrive and depart		
Feb. 26, 1886	Roxbury	....do		
Feb. 27, 1886	... do	Failure to depart		
Feb. 26, 27; Mar. 1, 1886	Chelsea	Failure to arrive	.....	3 05
Feb. 26, 27; Mar. 2, 1886	do	Failure to depart		
Feb. 26; Mar. 1, 1886	Washington	....do		
Feb. 27; Mar. 2, 1886	....do	Failure to arrive		
Feb. 26, 1886	Chelsea	.... do	.....	3 68
Mar. 2, 1886	....do	Failure to depart		
Feb. 27; Mar. 1, 1886	....do	Failure to arrive and depart		
Feb. 27, 1886	East Thetford	....do		
Feb. 27, 1886	.....	Failure to perform service	.....	1 18
Jan. 5; Feb. 26, 27, 1886	Worcester	Failure to arrive and depart	.....	4 68
Mar. 1, 2, 1886	...do	....do		
Feb. 26, 1886	Morrisville	Failure to arrive		
Feb. 27, 1886	....do	Failure to depart		
Feb. 26; Mar. 1, 1886	Hardwick	Failure to arrive	.....	2 52
Mar. 1, 2, 1886	....do	Failure to depart		
Feb. 27, 1886	Plainfield	Failure to arrive and depart		
Feb. 26, 1886	Waterford	Failure to arrive	.....	1 89
Feb. 27, 1886	....do	Failure to depart		
Feb. 27; Mar. 1, 1886	Saint Johnsbury	Failure to arrive and depart		
Feb. 27, 1886	.....	Failure to perform service	.....	1 00
Feb. 26, 27, 1886	.....	....do	.....	1 20
Feb. 27, 1886	.....	....do	.....	1 24
Feb 26; Mar. 1, 2, 1886	Island Pond	Failure to arrive	.....	4 74
Feb. 27; Mar. 1, 3, 1886	...do	Failure to depart		
Feb. 27; Mar. 1, 2, 1886	Derby Line	Failure to arrive and depart		
Feb. 27; Mar. 2, 1886	.....	Failure to perform service	.....	3 28
Feb. 26, 1886	Barton	Failure to depart	.....	1 61
Feb. 27, 1886	do	Failure to arrive and depart		
Feb. 27; Mar. 1, 1886	South Albany	....do		
Feb. 26; Mar. 1, 1886	Hyde Park	Failure to arrive	.....	3 29
Mar. 2, 1886	....do	Failure to depart		
Feb. 27, 1886	....do	Failure to arrive and depart		
Mar. 2, 1886	Lowell	....do		
Feb. 27, 1886	Montgomery Centre.	....do	.....	1 62
Feb 27, 1886	Eden	....do		
Jan. 19; Feb. 26, 1886	Wilmington	Failure to arrive	.....	1 56
Jan. 20; Feb. 27, 1886	....do	Failure to depart		
Jan. 19; Feb. 26, 1886	Readsborough	....do		
Jan. 20; Feb. 27, 1886	....do	Failure to arrive		
Feb. 26; Mar. 1, 1886	Bridgewater	....do	.....	4 23
Feb. 26, 27; Mar. 2, 1886	....do	Failure to depart		
Feb. 26; Mar. 2, 1886	Rutland	....do		
Feb. 27; Mar. 2, 1886	....do	Failure to arrive		
Feb. 4, 5, 1886	.....	Failure total	.....	1 52
Feb. 4, 11, 1886	White House	Failure to arrive and depart	.....	1 14
Feb. 4, 5, 1886	.....	Failure total	.....	3 00
Jan. 9, 11, 1886	.....	....do	.....	2 84
Jan. 11; Feb. 3, 1886	.....	....do	.....	2 68
Jan. 9; Feb. 4, 5, 1886	Oxford	Failure to arrive and depart	.....	2 40
Feb. 4, 1886	Wakefield	....do		
Jan. 11, 12, 13; Feb. 4, 5, 1886	Hickory Hill	....do	.....	4 08
Jan. 11; Feb. 4, 5, 1886	Nottingham	....do		
Jan. 11; Feb. 5, 1886	.....	Failure total	.....	2 20
Nov. 26, 1885; Jan. 9; Feb. 4, 1886.	.....	....do	.....	3 12
Jan. 9; Feb. 4, 11, 1886	.....	....do	.....	4 44
Feb. 5, 1886	.....	Failure on 8 miles		
Jan. 9; Feb. 4, 5, 11, 1886	Kirkwood	Failure to arrive and depart	.....	1 12

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 27	8909	New Paris to Scalp Level	Pa	J. B. Colegrove	$329 00	$1 05
	8909	do	Pa	do		
	11270	Beaver Dam Depot to Factory Mills.	Va	C. Ellis	210 00	67
	11270	do	Va	do		
	11270	do	Va	do		
	11572	Stone Mountain to Mt. Airy	Va	G. B. Marshall	147 00	70
	12287	White Sulphur Springs to Columbia Springs.	W. Va	B. W. Beedy	290 00	83
	12287	do	W. Va	do		
	12291	Braxton C. H. to Removal	W. Va	S. M. Morrison	260 00	1 25
	12425	Iager to Beech Creek	W. Va	P. Beavers	134 00	1 28
	19388	Nashville to Forest Home	Tenn	T. B. Reese	190 00	91
	19389	Nashville to Ashland	Tenn	Oakley & Knight	580 00	92
	19389	do	Tenn	do		
	19389	do	Tenn	do		
	19391	Nashville to Westernia	Tenn	J. B. Colegrove	268 69	1 28
	19391	do	Tenn	do		
	19391	do	Tenn	do		
	19398	Lewisburgh to Calleoka	Tenn	W. F. Hansberger	240 00	76
	19398	do	Tenn	do		
	19400	Cornersville to Petersburgh	Tenn	W. B. Catching	220 65	1 05
	19403	Shelbyville to Fayetteville	Tenn	J. B. Gambrill	699 00	1 11
	19403	do	Tenn	do		
	19407	Holly to Murfreesborough	Tenn	W. B. Catching	340 00	1 63
	19412	Lincoln to Flintville	Tenn	do	240 00	38
	19414	Fayetteville to Huntsville	Tenn	V. A. Murphy	240 00	1 15
	19414	do	Tenn	do		
	19418	Elkton to Prospect Station	Tenn	J. W. Peden	238 00	38
	19418	do	Tenn	do		
	19419	Fayetteville to Pulaski	Tenn	C. Bonds	635 00	2 03
	19419	do	Tenn	do		
	19422	Pulaski to Lawrenceburgh	Tenn	W. B. Catching	398 00	1 27
	19422	do	Tenn	do		
	16424	Pulaski to Boon's Hill	Tenn	J. W. Peden	198 00	95
	19424	do	Tenn	do		
	19424	do	Tenn	do		
	19428	Lynnville to Etheridge	Tenn	do	319 60	1 02
	19428	do	Tenn	do		
	19432	Lawrenceburgh to Florence	Tenn	J. E. McCracken	560 00	2 69
	19433	Wayland Springs to Whilton's Stand.	Tenn	W. R. Hardwick	104 00	50
	19433	do	Tenn	do		
	19434	Lawrenceburgh to Henryville	Tenn	W. B. Catching	144 58	69
	19436	Summertown to Waynesborough.	Tenn	J. N. Pennington	956 82	1 52
	19442	Columbia to Centerville	Tenn	J. W. Peden	394 00	1 26
	19442	do	Tenn	do		
	19442	do	Tenn	do		
	19443	Columbia to Little Lot	Tenn	J. M. Rogers	325 00	1 04
	19443	do	Tenn	do		
	19443	do	Tenn	do		
	19445	Franklin to Centreville	Tenn	J. H. Greene	800 00	93 1 63
	19446	Franklin to Glenn's Store	Tenn	G. W. Randolph	400 00	1 28
	19446	do	Tenn	do		
	19446	do	Tenn	do		
	19446	do	Tenn	do		
	19447	Jingo to Franklin	Tenn	J. R. Pigg	140 00	1 34
	19448	Leiper's Fork to Burns	Tenn	W. B. Catching	325 00	1 56
	19450	Centreville to Newburgh	Tenn	do	297 00	1 42
	19451	Centreville to Ivy Mills	Tenn	A. J. Deprient	375 00	59
	19452	Centreville to Whitfield	Tenn	J. F. Walker	125 00	60
	19454	Nunnelly to Only	Tenn	A. C. Wilkins	215 31	68
	19454	do	Tenn	do		
	19455	Dickson to Cumberland Furnace.	Tenn	W. J. Hogey	301 00	48
	19455	do	Tenn	do		
	19455	do	Tenn	do		
	19455	do	Tenn	do		
	19455	do	Tenn	do		
	19455	do	Tenn	do		
	19455	do	Tenn	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 1886		Failure on 9 miles		$2 50
Jan. 12, 1886		Failure on 12 miles		
Feb. 13; Mar. 30, 1886	Beaver Dam Depot	Failure to arrive		1 67
Feb. 13, 1886	do	Failure to depart		
do	Factory Mills	Failure to arrive and depart		
Feb. 5; Mar. 5, 1886		Failure on 15 miles		2 20
Jan. 5, 1886		Failure on 9 miles		2 38
Mar. 30, 31, 1886		Failure total		
Jan. 12, 15, 19, 1886		Failure on 7 miles		2 28
Feb. 5, 6, 1886		Failure to arrive and depart		2 56
Feb. 5, 1886		Failure round trip		1 82
Feb. 6; Jan. 13, 1886	Nashville	Failure on 2 miles		4 50
Feb. 5, 1886	do	Failure to arrive		
Feb. 3, 4, 1886		Failure round trip		
Jan. 14; Feb. 4, 1886		do		8 83
Jan. 11; Feb. 11, 1886		Failure on 9¾ miles		
Feb. 8, 1886		Failure on 15 miles		
Jan. 9, 1886		Failure on 9 miles		2 37
Feb. 4, 1886		Failure round trip		
Jan. 9, 1886		do		2 10
Mar. 30, 1886	Shelbyville	Failure to arrive and depart		5 55
Mar. 27, 29, 30, 31, 1886	Fayetteville	do		
Mar. 30, 1886		Failure on 25 miles		2 50
Mar. 30, 31, 1886		Failure round trips		1 52
Mar. 30, 1886	Fayetteville	Failure to arrive		1 15
do	Huntsville	Failure to depart		
Mar. 30, 31, 1886		Failure on 4 miles		1 14
Mar. 29, 1886	Prospect	Failure to arrive and depart		
Mar. 31, 1886	Fayetteville	Failure to arrive		2 03
do	Pulaski	Failure to depart		
do	do	Failure to arrive and depart		2 54
Jan. 9, 1886	Lawrenceburgh	do		
Jan. 14, 1886		Failure round trip		3 23
Jan. 9, 11, 1886		Failure on 14 miles		
Jan. (9 to 11), 1886		Failure round trip		3 06
Mar. 30, 1886	Etheridge	Failure to arrive and depart		
Jan. 12, 1886		Failure on 26 miles		2 94
Jan. 9, 12, 23, 1886		Failure on 9 miles		2 08
Mar. 30, 1886	Whitten's Stand	Failure to arrive and depart		
Jan. 5, 8, 12; Feb. 9, 12, 19, 23; Mar. 30, 1886.		Failure round trips		11 04
Jan. 15, 1886	Waynesborough	Failurearrive and depart		1 52
Mar. 29, 1886		Failure on 2 miles		5 08
Mar. 31, 1886		Failure on 15 miles		
Jan. 11; Feb. 3, 12, 1886	Centreville	Failure to arrive and depart		
Jan. 9, 1886		Failure on 3 miles		3 50
Jan. 12; Feb. 4, 1886		Failure on 13 miles		
Mar. 30, 1886	Little Lot	Failure to arrive and depart		
Jan. 11; Feb. 5, 1886	(34½ miles)	Failure on 29½ miles		5 57
Feb. 12, 1886	Franklin	Failure to depart		2 56
Feb. 13, 1886	do	Failure to arrive		
Feb. 3, 1886	Glenn's Store	do		
Feb. 4, 1886	do	Failure to depart		
Jan. 12, 1886		Failure round trip		2 68
Feb. 5, 1886		do		3 12
Feb. 5, 12, 1886		do		5 68
Feb. 3, 11, 1886	Centreville	Failure to arrive and depart		1 18
Jan. 9, 1886		Failure round trip		1 20
Feb. 4, 11, 1886		do		2 95
Mar. 30, 1886		Failure on 2½ miles		
Jan. 8, 29, 1886		Failure on 8¼ miles		
Feb. 11, 1886		Failure on 4¾ miles		
Jan 9; Feb. 3, 1886		Failure round trip		
Jan. 11, 13, 15, 23; Feb. 4, 6, 1886.	Dickson	Failure to depart		
Jan. 12, 14, 16, 25; Feb. 5, 12; Mar. 8, 1886.	do	Failure to arrive		9 93
Jan. 11, 13, 15, 23, 27; Feb. 4, 6, 1886.	Cumberland Furnace.	do		
Jan, 12, 14, 16, 25; Feb. 5, 7, 12; Mar. 8, 1886.	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trips.
		STAR SERVICE—continued.				
1886.						
Apr. 27	19457	Petway to Pegrain	Tenn	W. B. Catching	$248 00	$1 19
	19458	Corbandale to Batson's Store	Tenn	P. H. Dillon	175 00	84
	19459	Corbandale to Bald Hornet	Tenn	J. R. Pigg	90 00	43
	19460	Dotsonville to Corbandale	Tenn	do	95 00	30
	19461	Dotsonville to New Providence	Tenn	W. B. Catching	130 00	62
	19463	Clarksville to McAllister's Cross-Roads.	Tenn	R. W. Workman	261 00	83
	19463	do	Tenn	do		
	19464	Ashland to Clarksville	Tenn	J. D. Farnborough	450 00	1 44
	19464	do	Tenn	do		
	19468	Peacher's Mills to Clarksville	Tenn	W. N. Gibbs	208 15	66
	19469	Clarksville to Dover	Tenn	H. V. Childress	639 00	12
						1 79
	19469	do	Tenn	do		
	19469	do	Tenn	do		
	19469	do	Tenn	do		
	19471	Dover to Stewart	Tenn	H. F. Finley	456 00	72
	19472	Dover to Tobaccoport	Tenn	W. B. Catching	214 00	68
	19472	do	Tenn	do		
	19473	Dover to Golden Pond	Tenn	do	366 00	1 75
	19473	do	Tenn	do		
	19473	do	Tenn	do		
	19476	Danville to Stribling	Tenn	do	197 00	31
	19477	Woolworth to McEwen	Tenn	W. F. Hansberger	160 96	77
	19478	McEwen to Bold Spring	Tenn	W. B. Catching	152 00	73
	19479	Gilleim to Erin	Tenn	J. E. Meadow	294 00	62
						78
	19479	do	Tenn	do		
	19482	Ivy Mills to Linden	Tenn	D. D. Goodman	436 80	69
	19482	do	Tenn	do		
	19482	do	Tenn	do		
	19485	Linden to Flat Woods	Tenn	W. B. Catching	166 00	79
	19486	Linden to Brett's Landing	Tenn	P. R. Schnebly	179 00	86
	19490	Waynesborough to Savannah	Tenn	J. M. Morrow	365 00	1 75
	19490	do	Tenn	do		
	19490	do	Tenn	do		
	19490	do	Tenn	do		
	19495	Pyburn's Bluff to Iuka	Tenn	W. F. Costellow	312 00	1 00
	19495	do	Tenn	do		
	19496	Savannah to Pyburn's Bluff	Tenn	W. B. Catching	199 00	63
	19496	do	Tenn	do		
	19496	do	Tenn	do		
	19497	Purdy to Savannah	Tenn	W. N. Gibbs	423 00	67
	19497	do	Tenn	do		
	19497	do	Tenn	do		
	19497	do	Tenn	do		
	19497	do	Tenn	do		
	19497	do	Tenn	do		
	19499	Purdy to Pittsburgh Landing	Tenn	W. F. Costellow	253 50	81
	19501	Henderson to Saltillo	Tenn	E. Falkner	550 00	1 75
	19504	do	Tenn	do		
	20111	Mandrake to Poor Fork	Ky	S. A. Adams	149 00	71
	20114	Maysville to Mount Carmel	Ky	J. J. McCarthey	180 00	57
	20116	Vanceburg to Mount Carmel	Ky	H. Sparks	275 00	1 32
	20118	Brookville to Claysville	Ky	Hitch & Hieatt	245 00	78
	20118	do	Ky	do		
	20120	Falmouth to Mount Olivet	Ky	W. H. Smith	376 86	1 20
	20124	Carlyle to Sharpsburgh	Ky	M. Grimes	125 00	19
	20124	do	Ky	do		
	20124	do	Ky	do		
	20125	Paris to Mount Sterling	Ky	J. A. Craft	660 00	1 05
	20128	Frankfort to Harrodsburgh	Ky	J. E. Mason	1,143 00	1 82
	20128	do	Ky	do		
	20130	Lawrenceburgh to Versailles	Ky	T. H. Irvine	232 49	37
	20130	do	Ky	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 5, 1886	.....	Failure round trip	.....	$2 38
Jan. 9; Feb. 3, 6, 1886	.....	Failure round trips	.....	5 04
Jan. 9; Feb. 3, 6, 1886	.....	....do	.....	2 58
Jan. 9, 23; Feb. 4, 6, 13, 1886	.....	....do	.....	3 00
Feb. 6; Jan. 9, 12, 1886	.....	....do	.....	3 72
Jan. 9, 1886	.....	Failure on 3 miles	.....	1 91
Feb. 4, 1886	.....	Failure round trip		
Jan. 9, 16; Feb. 4; Mar. 30, 1886.	Ashland City	Failure to arrive and depart	.....	10 88
Feb. 3, 5; Mar. 29, 1886	Clarksville	....do		
Jan. 9, 23; Feb. 4, 6, 1886	.....	Failure round trip	.....	5 28
Jan. 11, 1886	Three times a week service.	Failure on 10 miles	.....	12 69
Feb. 3, 6, 11, 1886	Six times a week service.	Failure on round trip		
Feb. (3–4) (5–6), 1886	Three times a week service.	Failure round trips		
Feb. 11; Mar. 27, 1886	New Providence	Failure to arrive and depart 3 times a week.		
Jan. 9; Feb. 3, 4, 5, 11; Mar. 30, 1886.	.....	Failure round trips	.....	8 64
Jan. 9, 14; Feb. 4, 6; Mar. 30, 1886.	.....	Failure round trip	.....	7 32
Feb. 11, 1886	.....	Failure on 5 miles		
Jan. 11; Feb. 5, 12; Mar. 29, 1886.	.....	Failure round trips	.....	17 50
Jan. 15; Feb. 8, 1886	Golden Pond	Failure to arrive		
Jan. 16; Feb. 9, 1886	....do	Failure to depart		
Feb. 3, 11, 1886	.....	Failure round trip	.....	1 24
Feb. 5, 1886	.....	....do	.....	1 54
Feb. 3, 8, 1886	.....	....do	.....	2 92
Feb. 5, 1886	(12 miles)	Failure on 12 miles	.....	4 36
Feb. 3, 6, 1886	(15 miles)	Failure on 15 miles		
Mar. 30, 1886	Ivy Mills	Failure to arrive and depart		
Feb. 3, 11; Mar. 30, 1886	Linden	....do	.....	2 97
Feb. 12, 1886	....do	Failure on 3 miles		
Jan. 5, 9, 1886	Flat Woods	Failure to arrive and depart	.....	1 58
Feb. 5, 1886	.....	Failure round trip	.....	1 72
Jan. 11, 13; Feb. 12, 1886	Waynesborough	Failure to arrive		
Jan. 12, 14; Feb. 13, 1886	....do	Failure to depart	.....	8 75
Jan. 2; Feb. 13, 1886	Savannah	Failure to arrive		
Jan. 3; Feb. 12, 1886	....do	Failure to depart		
Jan. 12; Feb. 4, 1886	.....	Failure round trip	.....	5 00
Jan. 12, 1886	.....	Failure on 10 miles		
Jan. 8, 1886	.....	Failure round trip	.....	2 71
Jan. 11, 1886	.....	Failure on 8½ miles		
Feb. 5, 1886	Pyburn's Bluff	Failure to arrive and depart		
Jan. 2, 1886	.....	Failure on 10 miles	.....	4 60
Jan. 11, 1886	.....	Failure on 8 miles		
Jan. 12, 1886	.....	Failure on 6½ miles		
Jan. 13, 1886	.....	Failure on 5 miles		
Feb. 10, 1886	.....	Failure on 9½ miles		
Jan. 9, 1886	.....	Failure round trip		
Jan. 9; Feb. 11, 1886	.....	Failure round trips	.....	3 24
Feb. 3, 5, 1886	Henderson	Failure to arrive	.....	3 52
Feb. 4, 6, 1886	....do	Failure to depart		
Feb. 5; Mar. 30, 1886	.....	Failure total	.....	2 84
Jan. 9, 1886	.....	....do	.....	1 14
Jan. 9, 1886	.....	Failure on 12 miles	.....	1 17
Jan. 9, 1886	.....	Failure on 9½ miles	.....	2 36
Jan. 16, 1886	.....	Failure on 12½ miles		
Jan. 11, 1886	.....	Failure total	.....	2 40
Jan. 11, 12, 13, 14, 1886	.....	....do	.....	1 82
Jan. 9, 1886	.....	Failure on 6 miles		
Jan. 15, 1886	.....	Failure on 4 miles		
Jan. 9, 11, 1886	.....	Failure total	.....	4 20
Jan. 12, 13, 1886	Harrodsburgh	Failure to arrive and depart	.....	5 13
Jan. 9, 1886	.....	Failure on 14 miles (about)		
Jan. 25; Feb. 5, 1886	Versailles	Failure to arrive	.....	4 90
Jan. 11, 12, 13, 14, 15, 16, 18, 19, 21, 1886.	.....	Failure on 7½ miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 27	20133	Georgetown to Leesburgh	Ky	A. Easley	$178 98	$0 57
	20133	do	Ky	do		
	20134	Cynthiana to Sadieville	Ky	do	238 98	76
	20136	Rutland to Cynthiana	Ky	G. W. Chambers	131 99	63
	20138	Sharpsburgh to Flemingsburgh	Ky	J. E. Mason	783 00	1 25
	20138	do	Ky	do		
	20138	do	Ky	do		
	20138	do	Ky	do		
	20139	Frenchburgh to West Liberty	Ky	Goodwin & Pieratt	339 00	1 08
	20139	do	Ky	do		
	20142	Cornwell to Hazel Green	Ky	J. A. Craft	749 00	1 19
	20143	Mount Sterling to Levee	Ky	do	233 60	74
	20143	do	Ky	do		
	20143	do	Ky	do		
	20144	Winchester to Irvine	Ky	J. Breeding	333 00	1 60
	20144	do	Ky	do		
	20144	do	Ky	do		
	20144	do	Ky	do		
	20146	Mount Sterling to Sharpsburgh	Ky	W. H. Smith	460 00	73
	21418	Circleville to Five Points to Deer Creek.	Ohio	Thomas & Plummer	344 00 40 47	54 12
	21517	McConnellsville to Bartlett	Ohio	J. J. Fink	635 00	1 01
	21677	Rome to Andover	Ohio	J. R. Tupper	391 00	62
	21677	do	Ohio	do		
	21677	do	Ohio	do		
	21677	do	Ohio	do		
	21682	Jefferson to Cortland	Ohio	Wm. Manning	674 00	1 07
	21683	Grigg's Crossing to North Sheffield.	Ohio	J. R. Tupper	184 00	29
	21684	Jefferson to Limaville	Ohio	C. Lamson	465 00	1 49
	21686	Pierpont to Conneaut	Ohio	D. W. Downing	295 00	47
	21686	do	Ohio	do		
	21686	do	Ohio	do		
	21686	do	Ohio	do		
	21696	Hillsborough to Lee's Creek	Ohio	H. C. Wright	287 00	91
	21696	do	Ohio	do		
	21697	Hendrysburgh to Piedmont	Ohio	J. D. Smith	248 00	79
	21709	Attica to Frank	Ohio	do	311 00	49
	21722	Mineral Springs to Stout's	Ohio	I. J. Newman	233 00	74
	21724	Urbana to Degraff	Ohio	J. D. Emmerson	654 76	1 04
	21724	do	Ohio	do		
	21724	do	Ohio	do		
	21724	do	Ohio	do		
	21729	Warner to Flag to Lewisville	Ohio	C. C. Morse	829 00	1 32
	21729	do	Ohio	do		
	21729	do	Ohio	do		
	21729	do	Ohio	do		
	21730	Nova to New London	Ohio	J. D. Smith	283 00	45

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11, 13, 1886	.....	Failure total	.....	$3 99
Jan. 16, 1886	Leesburgh	Failure to arrive and depart		
Jan. 11, 1886	.....	Failure on 13 miles	.....	1 31
.....	.....	For being from ½ to 2½ hours behind time (schedule) in arrival at Rutland every time except two during the quarter, causing complaint.	$3 00	.....
Jan. 9, 1886	.....	Failure on 10 miles	.....	5 45
Jan. 11, 1886	.....	Failure on 11 miles		
Jan. 12, 1886	.....	Failure on 22 miles		
Jan. 13, 1886	.....	Failure on 5 miles		
Feb. 3, 5, 1886	Frenchburgh	Failure to arrive and depart	.....	8 64
Jan. 9, 28; Feb. 2, 6, 1886; Mar. 27, 30, 1886	West Liberty	....do		
Feb. 2, 5, 1886	Hazel Green	do	.....	2 38
Jan. 9, 1886	Mount Sterling	Failure to arrive	.....	2 96
Jan. 11, 1886	....do	Failure to depart		
Jan. 9, 12, 14, 1886	Levee	Failure to arrive and depart		
Jan. 12, 15, 19, 22, 29; Feb. 2, 9, 16, 26; Mar. 30, 1886.	Winchester	Failure to arrive	.....	24 00
Jan. 13, 16, 20, 23, 30; Feb. 3, 10, 17, 27, 1886.	....do	Failure to depart		
Jan. 13, 16, 30; Feb. 6, 13; Mar. 31, 1886.	Irvine	Failure to arrive		
Jan. 12, 15, 29; Feb. 5, 12, 1886	....do	Failure to depart		
Jan. 9, 11, 1886	.....	Failure total	.....	2 92
.....	.....	Whereas the case of April 21, 1886, on this route having been computed on the basis of a failure over 17 miles of 6-times-a-week service, and the failure being actually over 34 miles of 6-times-a-week service, therefore, to make the deduction equal to the value of the unperformed service, deduct	.....	1 08
.....	.....	The case of April 22 on this route having been computed upon an erroneous basis of mileage; therefore to make the deduction equal to the value of the service unperformed, deduct	.....	33
Dec. 25, 1885	.....	Failure round trip	.....	5 58
Jan. 4, 6, 9; Feb. 15; Mar. 20, 1886.	Rome	Failure to arrive		
Feb. 15, 1886	....do	Failure to depart		
Jan. 11; Feb. 16; Mar. 20, 23, 1886.	Andover	Failure to arrive and depart		
Jan. 11; Mar. 22, 23, 1886	.....	Failure round trips	.....	4 28
Jan. 11, 12, 1886	.....	....do	.....	1 16
Jan. 11, 1886	Jefferson	Failure to arrive and depart	.....	1 49
Jan. 6, 11, 12; Mar. 23, 1886	Pierpont	Failure to arrive	.....	3 76
Jan. 8, 11, 12; Mar. 24, 1886	....do	Failure to depart		
Jan. 8, 11, 13; Mar. 24, 1886	Conneaut	Failure to arrive		
Jan. 7, 11, 12; Mar. 24, 1886	....do	Failure to depart		
Jan. 11, 12, 1886	.....	Failure round trip	.....	3 03
Jan. 13, 14, 1886	.....	Failure on 12 miles		
Jan. 11, 1886	.....	Failure on 11 miles	.....	1 26
Jan. 9, 11; Feb. 12, 16; Mar. 18, 22, 30, 1886.	Frank	Failure to arrive and depart	.....	3 43
Jan. 16, 1886	....do	Failure round trip	.....	1 48
Jan. 9; Feb. 16, 1886	Degraff	Failure to arrive	.....	10 92
Jan. 11, 1886	....do	Failure to depart		
Jan. 12, 13, 14; Feb. 15, 1886	....do	Failure to arrive and depart		
Jan. 11, 12, 13, 14; Feb. 15, 1886	Urbana	....do		
Jan. 4, 1886	.....	Failure on 9¼ miles	.....	4 76
Jan. 9, 1886	.....	Failure on 15¼ miles		
Jan. 11, 1886	.....	Failure on 5 miles		
Mar. 31, 1886	.....	Failure on 14¼ miles		
Jan. 6; Feb. 6, 20; Mar. 22, 1886.	.....	Failure round trip	.....	3 60

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 27	21705	Toledo post-office to railroad stations.	Ohio ...	H. S. Slavens.....	$5,670 00	.....
	21745	Wittens to Sistersville.....	Ohio ...	W. L. Argue	127 00	$0 20
	21752	Marietta to Flint's Mills.....	Ohio ...	.....do	1,140 00	1 81
	21752	.... .do	Ohio ...	.....do	.....	.....
	21753	Graysville to New Matamoras .	Ohio ...	J. D. Smith	320 00	1 02
	21754	Caldwell to McConnellsville ...	Ohio ...	.....do	660 00	2 11
	21754	.....do	Ohio ...	.....do	.....	.....
	21754	.....do	Ohio ...	.....do	.....	.....
	21754	.....do	Ohio ..	.....do	.....	.....
	21754	.....do	Ohio ...	.....do	.....	.....
	21755	Woodsfield to Sardis.....	Ohio ...	W. L. Argue	440 00	1 41
	21755	.....do	Ohio ...	.....do	.....	.....
	21756	New Carlisle to Saint Paris ...	Ohio ...	J. D. Smith	518 00	82
	31283	Brenham to Columbus	Tex....	G. M. Snodgrass.....	1,486 00	2 36
	31283	.....do	Tex...	.....do	.....	.....
	31283	.....do	Tex....	.....do	.....	.....
	31283	.....do	Tex....	.....do	.....	.....
	31283	.....do	Tex....	.....do	.....	.....
	33239	Buffalo Park to Sloey.....	Kans ..	C. C. Morse	146 79	70
	33240	Grainfield to Indianola.....	Kans ..	B. S. Sibbett	2,800 00	4 46
	33240	.....do	Kans ..	.....do	.....	.....
	33241	Grinnell to Cimarron	Kans ..	B. Magoffin	1,680 00	5 37
	33241	.....do	Kans ..	.....do	.....	.....
	33241	.....do	Kans ..	.....do	.....	.....
	33241	.....do	Kans ..	.....do	.....	.....
	33246	Oberlin to Achilles	Kans ..	..... do	211 50	1 01
	33246	.....do	Kans ..	..... do	.....	.....
	33247	Oberlin to Colby.....	Kans ..	F. M. Lockard.....	558 30	2 68
	33247	.....do	Kans ..	.....do	.....	.....
	33247	.....do	Kans ..	.....do	.....	.....
	33247	.....do	Kans ..	.....do	.....	.....
	33248	Rawlins to Oakley.....	Kans ..	A. A. Hutson	944 76	2 34
	33248	..... do	Kans ..	.....do	.....	1 46
	33248	.....do	Kans ..	.....do	.....	.....
	33248	.....do	Kans ..	.....do	.....	.....
	33248	.....do	Kans ..	.....do	.....	.....
	33248	.....do	Kans ..	.....do	.....	.....
	33249	Atwood to Shibboleth	Kans ..	C. C. Morse	606 67	1 94
	33249	.....do	Kans ..	.....do	.....	.....
	33250	Atwood to Shermanville.....	Kans ..	W. N. Bangs.....	666 54	3 20
	33250	.....do	Kans ..	.....do	.....	.....
	33250	.....do	Kans ..	.....do	.....	.....
	33250	.....do	Kans ..	.....do	.....	.....
	33251	Atwood to Wano	Kans ..	W. A. Stoddard	720 00	2 30
	33251	.....do	Kans ..	.....do	.....	.....
	33251	.....do	Kans .	.....do	.....	.....
	33252	Atwood to Culbertson.....	Kans ..	J. B. Colegrove	629 00	2 01
	33252	.... do	Kans ..	.....do	.....	.....
	33252	.....do	Kans ..	.....do	.....	.....
	33252	.....do	Kans ..	.....do	.....	.....
	33253	Atwood to Cedar Bluffs	Kans ..	W. A. Stoddard	520 00	1 66
	32253	...do	Kans ..	.....do	.....	.....
	33253	.....do	Kans ..	.... do	.....	.....
	33253	.....do	Kans ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 14, 1886	.....	Failed to make transfer of mail from train 8, N. Y. and Chicago R. P. O., to C. H. V. and T. R. R., no wagon at train; Jan. 25, failed to transfer from Mich. and O. R. R., train 33 to train 2, N. Y. and Chicago R. P. O., no wagon; Mar. 1, failed to make direct transfer from N. Y. and C. R. P. O. to Pennsylvania depot for train leaving at 4.40 a. m.	$9 00	.....
Jan. 9, 19, 20, 1886	.....	Failure round trips	.....	$1 20
Jan. 9, 11, 1886	.....	.....do	.....	10 86
Feb. 26; Mar. 31, 1886	Flint's Mills	Failure to arrive and depart ..	.....	
Jan. 11, 1886	.....	Failure round trips	.....	2 04
Jan. 5, 9, 14, 16, 19; Feb. 27, 1886.	Caldwell.....	Failure to arrive.....	1 00	23 21
Jan. 4, 11, 13, 15, 18, 1886	....do	Failure to depart		
Jan. 4, 11, 13, 15, 18; Mar. 31, 1886.	McConnellsville ..	Failure to arrive.....		
Jan. 5, 12, 14, 16, 19, 1886	... do	Failure to depart		
Mar. 30, 1886	....do	Mail badly wet		
Jan. 9, 11, 1886	.....	Failure on 17 miles.....	.....	5 00
Jan. 13, 14, 1886	.....	Failure round trip		
Jan. 9, 11, 1886	.....	Failure on 13 miles.....	.....	2 50
Jan. 8, 1886	Columbus	Failure to arrive and depart ..	.....	10 57
Mar. 5, 1886	Brenham	.....do		
Mar. 3, 1886	.....	Failure on 20 miles.....		
Mar. 4, 1886	.....	.....do		
Mar. 5, 1886	.....	Failure on 14 miles.....		
Jan. 16, 23, 1886	Sloey	Failure to arrive and depart..	.....	1 40
Jan. 2, 4, 5, 7, 8, 11, 13, 15, 18, 20, 22, 25, 27, 29; Feb. 1, 3, 5, 8, 10, 12, 15, 17; Mar. 27, 1886.	Grainfield	Failure to arrive	.....	102 58
Jan. 2, 5, 6, 7, 9, 12, 14, 15, 19, 21, 23, 26, 28, 30; Feb. 2, 4, 6, 9, 11, 13, 16, 18; Mar. 27, 1886.	....do	Failure to depart.....		
Jan. 4, 8, 11, 15, 22, 27; Feb. 1, 5, 10, 1886.	Grinnell	Failure to arrive.....	.....	59 07
Jan. 5, 9, 12, 19, 21, 28; Feb. 2, 6, 11, 1886.	....do	Failure to depart		
Jan. 4, 11, 1886	Cimarron	Failure to arrive.....		
Jan. 5, 12, 1886	....do	Failure to depart		
Jan. 8, 1886	Oberlin	Failure to arrive and depart ..	.....	2 02
Jan. 1, 1886	Achilles	.....do		
Jan. 8, 1886	Oberlin	Failure to arrive.....	.....	5 36
Jan. 9, 1886	....do	Failure to depart		
Jan. 6, 1886	Colby.....	Failure to arrive.....		
Jan. 8, 1886	....do	Failure to depart		
Jan. 5, 1886	Rawlins	Failure to arrive.....		
Jan. 8, 1886	....do	Failure to depart, 2 times a week service.		
Jan. 7, 1886	Oakley	Failure to arrive.....	.....	5 26
Jan. 6, 1886	....do	Failure to depart		
.....do	Colby.....	Failure to arrive.....		
Jan. 7, 1886	....do	Failure to depart, 3 times a week service.		
Jan. 2, 5, 7, 14, 23, 28, 1886	Atwood.....	Failure to arrive and depart..	.....	19 40
Jan. 4, 6, 8, 13, 1886	Shibboleth.....	.....do		
Jan. 5, 8, 29, 1886	Atwood.....	Failure to arrive.....	.....	30 40
Jan. 4, 7, 28, 1886	....do	Failure to depart		
Jan. 4, 7, 11, 14, 18, 21, 28, 1886	Shermanville	Failure to arrive.....		
Jan. 5, 8, 12, 15, 19, 29, 1886	....do	Failure to depart		
Jan. 4, 1886	Atwood	Failure to arrive and depart ..	.....	17 25
Jan. 1, 6, 8, 13, 15, 18, 22, 1886	Wano.....	Failure to arrive.....		
Jan. 5, 9, 14, 16, 19, 23, 1886	....do	Failure to depart		
Jan. 8, 1886	Atwood.....	Failure to arrive.....	.....	4 02
Jan. 9, 1886	....do	Failure to depart		
.....do	Culbertson	Failure to arrive.....		
Jan. 8, 1886	....do	Failure to depart		
Jan. 7, 1886	Atwood	Failure to arrive.....	.....	3 23
Jan. 8, 1886	....do	Failure to depart		
Jan. 6, 1886	Cedar Bluffs	Failure to arrive.....		
Jan. 7 1886	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half route.
		STAR SERVICE—continued.				
1886.						
Apr. 27	33256	Wano to Benkleman	Kans	B. Magoffin	$690 00	$2 21
	33256	do	Kans	do		
	33256	do	Kans	do		
	33256	do	Kans	do		
	33267	Eskridge to Topeka	Kans	M. A. Thompson	582 31	1 86
	33267	do	Kans	do		
	33267	do	Kans	do		
	33267	do	Kans	do		
	33269	Eskridge to Council Grove	Kans	do	297 00	1 42
	33270	Alma to Topeka	Kans	M. W. James	600 00	1 92
	33270	do	Kans	do		
	33270	do	Kans	do		
	33270	do	Kans	do		
	33271	Alma to Parkersville	Kans	P. Hawes	464 59	2 23
	33272	Louisburgh to Westport	Kans	J. R. Tupper	524 07	1 67
	33274	Rockerville to Paola	Kans	W. H. Smith	815 29	1 30
	33277	Ottawa to Burlingame	Kans	C. E. Bushnell	670 48	58
						1 46
	33277	do	Kans	do		
	33278	Quenemo to Osage City	Kans	S. P. Wheeler	478 08	76
	33278	do	Kans	do		
	33283	Osage City to Council Grove	Kans	C. E. Bushnell	560 51	1 79
	33283	do	Kans	do		
	33284	Waushara to Burlingame	Kans	W. H. Smith	165 38	52
	33286	Empire to Verdigris	Kans	do	243 14	1 16
	33287	Council Grove to Diamond City	Kans	do	234 80	75
	33288	Diamond City to Elmdale	Kans	B. Magoffin	160 00	76
	33290	Junction City to Council Grove	Kans	C. E. Bushnell	408 00	1 96
	33290	do	Kans	do		
	33291	Far West to Council Grove	Kans	do	261 95	1 25
	33294	Rose Bank to Marion	Kans	C. E. Bushnell	319 60	1 02
	33294	do	Kans	do		
	33295	Abilene to Hillsborough	Kans	J. R. Tupper	853 25	2 73
	33295	do	Kans	do		
	33295	do	Kans	do		
	33297	Salina to Galva	Kans	C. E. Bushnell	697 35	2 23
	33297	do	Kans	do		
	33297	do	Kans	do		
	33298	Salina to McPherson	Kans	J. D. Emerson	820 00	2 62
	33298	do	Kans	do		
	33298	do	Kans	do		
	33298	do	Kans	do		
	33299	Salina to Lincoln	Kans	J. R. Tupper	993 00	1 58
	33299	do	Kans	do		
	33299	do	Kans	do		
	33299	do	Kans	do		
		STEAMBOAT SERVICE.				
	3094	Wood's Holl to Nantucket	Mass	J. S. Barney	7,875 00	16 76
	3094	do	Mass	do		
	3094	do	Mass	do		
	3100	New Bedford to Edgartown	Mass	E. T. Pierce	2,500 00	
					1,631 81	2 59
	3100	do	Mass	do		
	3100	do	Mass	do		
	3100	do	Mass	do		
		MAIL-MESSENGER SERVICE.				
	68004	Asbury to railroad	N. J	A. Debart	190 00	15
	68009	Basking Ridge to railroad	N. J	S. B Gillespie	75 00	06
	68068	Ironia to railroad	N. J	W. H. Bell	84 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 10, 1886	Wano	Failure to arrive		
Feb. 9, 1886	do	Failure to depart	.....	$7 73
Feb. 9; Mar. 25, 27, 1886	Benkleman	Failure to arrive		
Feb. 10; Mar. 12, 26, 1886	do	Failure to depart		
Feb. 2, 9, 11, 18; Mar. 4, 11, 1886.	Eskridge	Failure to arrive		
Feb. 3, 8, 12, 19; Mar 5, 12, 1886	do	Failure to depart		
Jan. 4, 11, 20, 27; Feb. 1, 8, 12, 19; Mar. 3, 10, 31, 1886.	Topeka	Failure to arrive	.....	30 89
Jan. 5, 12, 21, 28; Feb. 2, 9, 13, 20; Mar. 4, 11, 1886.	do	Failure to depart		
Jan. 1, 8, 1886	Eskridge	Failure to arrive and depart	.....	2 84
Jan. 5, 7, 9, 21, 23, 28; Feb. 4, 11, 18; Mar. 11, 1886.	Alma	Failure to arrive		
Jan. 8, 11, 20, 29; Feb. 5, 12, 19; Mar. 12, 1886.	do	Failure to depart		
Jan. 4, 8, 11, 20, 22, 29; Feb. 5, 10, 19; Mar. 10, 1886.	Topeka	Failure to arrive	.....	36 48
Jan. 5, 7, 12, 21, 23, 30; Feb. 6, 13, 20; Mar. 13, 1886.	do	Failure to depart		
Jan. 8 to 9, 1886	.....	Failure total	.....	4 46
Jan. 8 to 9; Feb. 10 to 11, 1886	.....	do	.....	6 68
Jan. 8, 1886	Paola	Failure to arrive and depart	.....	1 30
do	.....	Failure on 12 miles, 6 times a week service.	.....	7 00
Jan. 2, 9, 1886	.....	Failure on 30 miles, 2 times a week service.		
Jan. 8, 1886	.....	Failure total	.....	2 28
Feb. 3, 1886	.....	Failure half trip		
Jan. 4, 6, 8, 1886	Osage City	Failure to arrive and depart	.....	10 74
Jan. 2, 7, 9, 1886	Council Grove	do		
Jan. 2, 7, 1886	.....	Failure total	.....	2 08
Jan. 5, 8; Feb. 2, 1886	.....	do	.....	6 96
Jan. 6, 8, 22, 1886	.....	do	.....	4 50
Jan. 9, 23; Feb. 10, 1886	.....	do	.....	4 56
Jan. 9, 1886	Junction City	Failure to arrive and depart	.....	13 72
Jan. 5, 8, 19, 22, 26, 29, 1886	Council Grove	do		
Jan. 7, 1886	.....	Failure total	.....	2 50
Jan. 2, 7, 9, 23; Feb. 2, 9, 1886	Rose Bank	Failure to arrive and depart	.....	9 18
Jan. 7, 16; Feb. 2, 1886	Marion	do		
Jan. 9, 12, 1886	Abilene	Failure to arrive		
Jan. 4, 6, 8, 11, 13, 15, 18, 20, 22, 25, 1886.	Hillsborough	do	.....	30 03
Jan. 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 1886.	do	Failure to depart		
Jan. 7, 1886	Salina	Failure to arrive		
Jan. 6, 1886	do	Failure to depart	.....	8 92
Jan. 4, 8, 22, 1886	Galva	Failure to arrive and depart		
Jan. 4, 6, 8, 11, 15, 18, 20, 25, 27, 29; Feb. 1, 10, 1886.	Salina	Failure to arrive		
Jan. 5, 7, 9, 12, 16, 19, 21, 26, 28; Feb. 2, 9, 1886.	do	Failure to depart		
Jan. 7, 9, 16, 19, 21, 26, 28, 30; Feb. 4, 13, 1886.	McPherson	Failure to arrive	.....	55 02
Jan. 8, 11, 15, 18, 22, 25, 27; Feb. 1, 10, 1886	do	Failure to depart		
Jan. 5, 7, 15, 16, 25; Feb. 2, 9, 1886.	Salina	Failure to arrive		
Jan. 5, 6, 7, 27, 1886	do	Failure to depart		
Jan. 4, 5, 7, 8, 13, 15, 19, 21, 25, 27; Feb. 1, 1886.	Lincoln	Failure to arrive	.....	26 07
Jan. 4, 6, 7, 8, 13, 16, 21, 22, 26, 28; Feb. 2, 1886.	do	Failure to depart		
January, 1886	.....	Failure of 3¾ trips		
February, 1886	.....	Failure 7 trips	.....	305 87
March, 1886	.....	Failure of 7½ trips		
Jan. 9, 23, 30; Feb. 4, 11, 27, 26; Mar. 25, 1886.	New Bedford	Failure to arrive		
Jan. 9; Feb. 4, 26, 27, 1886	do	Failure to depart	.....	23 31
Jan. 9, 29; Feb. 4, 26, 1886	Edgartown	Failure to arrive		
Feb. 4, 1886	do	Failure to depart		
In first quarter, 1886	On the route	Failure 1 trip	.....	15
Feb. 6, 10, 1886	do	do	.....	12
Jan. 1 to Feb. 23, 1886	do	Service performed by agent of R. R. company.	.....	12 60

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		MAIL-MESSENGER SERVICE—continued.				
1886.						
Apr. 27	69089	Cobham to railroad	Pa	W. H. Mabie	$60 00	$0 10
	69195	Jacksonville to railroad	Pa	C. C. Tolweiler	50 00	
	73037	Greenbackville to railroad	Va	J. A. Coard	59 00	19
	73042	Hanover court-house to railroad	Va	J. T. Arnold	40 00	
	79028	Jackson's Gap to railroad	Ala	C. D. Henderson	48 00	08
	79040	Oak Hill to railroad	Ala	J. Wilson	40 00	38
	79080	Sheffield to railroad	Ala	T. K. Ferguson	120 00	16
	81008	Milligan to railroad	Tenn	N. T. Williams	100 00	16
	81064	Walnut Grove to railroad	Tenn	J. M. Stansell	95 00	46
		RAILROAD SERVICE.				
	5005	New York to Springfield	Conn	N. Y., N. H. and H. Rwy (R. P. O. cars).	22,708 50	
	5005	ditto	Conn	ditto		
	5005	ditto	Conn	ditto		
	5007	Boston to Hopewell Junction	Conn	N. Y. and N. E. Rwy.	36,754 74	58 71
	22043	Terre Haute to East Saint Louis.	Ind	Ind. and St. L. Rwy.	18,045 23	24 71 10 17
	22050	Switz City to Merom Station	Ind	S. E. and S. E. and B.	1,330 38	2 12
	22050	ditto	Ind	ditto		6 72
	23001	Chicago to Milwaukee	Ill	S. C. and N. W. Rwy (R. P. O. cars).	17,883 30 3,756 28	24 49 44 00
	23001	ditto	Ill	ditto		
	23001	ditto	Ill	ditto		
	23001	ditto	Ill	ditto		
	23001	ditto	Ill	ditto		
	23068	Peoria to Oskaloosa	Ill	C. Iowa Rwy	9,136 46	14 59
	26052	Moorhead to Halstead	Minn	St. P., M. and M. Rwy.	1,466 75	
	27010	Albia to Mason City	Iowa	Central Iowa Rwy	16,154 63	25 80
	27010	ditto	Iowa	ditto		
	27010	ditto	Iowa	ditto		
	27010	ditto	Iowa	ditto		
	27032	Grinnel to Montezuma	Iowa	ditto	747 70	1 19
	27032	ditto	Iowa	ditto		
	27032	ditto	Iowa	ditto		
	27032	ditto	Iowa	ditto		
	27068	Newburgh to State Centre	Iowa	ditto	1,153 39	1 84
	27068	ditto	Iowa	ditto		
	27078	Hampton to Belmond	Iowa	ditto	975 55	1 55
	27078	ditto	Iowa	ditto		
	27078	ditto	Iowa	ditto		
	27078	ditto	Iowa	ditto		
	27078	ditto	Iowa	ditto		
	27078	ditto	Iowa	do		
	35003	Breckenridge to Hope	Dak	St. P., M. and M. Rwy.	5,818 79	
	35006	Everest to Park River	Dak	Casselton Branch	6,298 81	10 06
	35013	Ripon to Portland	Dak	St. P., M. and M. Rwy.	2,405 02	3 84
	35013	ditto	Dak	ditto		
		Remissions.				
		STAR SERVICE.				
	6805	Horicon to Hague	N. Y.	C. C. Morse	323 00	1 03
	13374	Durham to South Lowell	N. C	A. Easley	488 88	1 56
	19216	Big Creek Gap to Clearfield	Tenn	W. B. Catching	150 00	1 44

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 14; Feb. 13, 1886	On the route	Failure 1 trip each		$0 30
Mar. 6 to 31, 1886	do	Service performed by postmaster.		3 61
In first quarter, 1886	do	Failure to connect		19
do	do	Failure to perform service		10 00
do	do	Failure 5 trips		40
do	do	Failure 1 trip		38
do	do	Failure 3 trips		48
Jan. 16, 20, 1886	do	Failure 2 trips each		64
In first quarter, 1886	do	Failure 5 trips		2 30
Feb. 12, 14, 1886	Between New Haven and New York.	Failed to run railway post-office cars (55 feet) one way (73.37 miles).		
Feb. 13, 15, 1886	do	Failed to run railway post-office cars (55 feet) both ways (73.37 miles).		58 02
Feb. 13, 14, 15, 1886	do	Failed to run railway post-office cars (55 feet) one way (136 miles).		
Feb. 13, 1886	Hopewell Junction	Failure to depart		29 35
Feb. 4, 1886	East Saint Louis	Failure to connect	$5 00	
Jan. 9, 11, 1886		Failure round trip		10 60
Feb. 12, 1886		Failure half trip		
Jan. 6; Feb. 18, 1886	Chicago	Train No. 2 failed to connect with depending mails.		
Jan. 28, 1886	do	Train No. 4 failed to connect with depending mails.		
Jan. 19, 20, 23, 28, 1886	do	Train No. 10 failed to connect with depending mails.	43 75	
Jan. 8, 19, 20, 28; Feb. 5, 23, 1886.	Milwaukee	Train No. 5 failed to connect with depending mails.		
Jan. 28, 1886	do	No railway post-office car on train No. 10, due to leave Milwaukee at 4 p. m., six times a week service.		3 00
Jan. 9, 22, 1886		Failure half trip		29 18
In first quarter, 1886		Only three times a week service performed.		183 34
Jan. 4, 29; Feb. 1, 1886	Albia	Failure to arrive		
Jan. 5, 30, 1886	do	Failure to depart		
Jan. 5, 8, 9, 22, 1886	Mason City	Failure to arrive		193 50
Jan. 4, 7, 8, 9, 22; Feb. 1, 1886.	do	Failure to depart		
Jan. 8, 9, 11, 22, 29; Feb. 2, 1886	Grinnel	Failure to arrive and depart		
Jan. 23; Feb. 3, 1886	do	Failure to arrive		
Jan. 30, 1886	do	Failure to depart		18 44
Jan. 8, 9, 11, 22, 23, 29; Feb. 2, 3, 1886.	Montezuma	Failure to arrive and depart		
Jan. 8, 9, 11, 16, 18, 19, 20, 21, 22, 23, 29, 30; Feb. 2, 3, 4, 1886	Newburgh	do		
Jan. 8, 9, 11, 16, 22, 23, 29, 30; Feb. 2, 3, 4, 1886.	State Centre	do		47 84
Jan. 6, 14, 1886	Belmond	Failure to depart		
Jan. 4, 5, 8, 9, 11, 12, 13, 16, 18, 19, 1886.		Failure round trip		85 58
Jan. 21, 1886		Failure half trip		
Jan. 22 to Feb. 9, 1886		No service performed		
In first quarter, 1886	Ripon to Hope	Only three times a week service performed (29.84 miles).		232 83
Jan. 21, 1886	Everest	Failure to arrive and depart		181 37
Jan. 26, 1886		Failure round trip		
Jan. 1 to 21 and Jan. 23 to Feb. 22, 1886.		Only three times a week service performed.		10 06

Remit $0 10 of the deduction noted in report for April 22, 1886, it having been shown that the deduction of $1.56 made on the 22d instant was calculated on an erroneous basis, and that it should be $1.46 instead of $1.56.

Remit 2 64 of the deduction noted in report for week ending April 16, 1886, it having been shown by evidence from postmaster at South Lowell that service was fully performed between Flat River and South Lowell, 12.2 miles each way, January 12, March 30, 1886.

Remit 0 10 of the deduction noted in report for April 23, 1886, it having been shown that the deduction of $4.42 made on the 23d instant was calculated on an erroneous basis, and that it should be $4.32 instead of $4.42.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886. Apr. 28	297	Bangor to Monroe	Me	L. Nichols	$580 08	$0 92
	297	do	Me	do		
	297	do	Me	do		
	297	do	Me	do		
	297	do	Me	do		
	2131	North Shrewsberry to Cuttingsville.	Me	L. E. Lord	190 00	30
	3110	Magnolia to railroad station	Mass	W. L. Argue	183 00	14
	3130	North Orange to railroad station.	Mass	B. W. Beedy	158 00 9 87	
	3141	West Leyden to Greenfield	Mass	J. R. Tupper	424 00	67
	3149	Charlemont to Adams	Mass	B. W. Beedy	390 00	1 25
	3153	Ashfield to Adams	Mass	do	469 00	1 50
	3164	Cummington to Hinsdale	Mass	D. Thayer	465 00	74
	3164	do	Mass	do		
	3164	do	Mass	do		
	4184	Lenox to Lenox railroad station.	Mass	W. F. Costellow	264 44	12
	3185	Hancock to Pittsfield	Mass	F. W. Beach	325 00	51
	3263	Fall River to Providence	Mass	J. Barney	1,290 00	1 76
	3263	do	Mass	do		
	3263	do	Mass	do		
	3263	do	Mass	do		
	3307	Fall River to East Providence	Mass	W. A. Stoddard	540 00	86
	6526	Cortland to Pitcher	N. Y	Z. T. Carpenter	708 00	18 75
	7536	Fisher's Island to Noank	N. Y	O. Crossman	185 00 175 92	1 18 1 20
	18132	Baldwin to Hazel Dell	Miss	A. T. Stocks	234 08	1 12
	18132	do	Miss	do		
	18380	Wilcox to McCool	Miss	H. V. Childress	674 72	1 07
	19489	Waynesborough to Longville	Tenn	J. A. Gowan	450 00	1 44
	19489	do	Tenn	do		
	19489	do	Tenn	do		
	19502	Coffee Landing to Henderson	Tenn	W. A. Hardin	561 75	85 94
	19502	do	Tenn	do		
	19504	Lexington to Henderson	Tenn	W. H. Martindale	260 50	1 25
	19504	do	Tenn	do		
	19505	Lexington to Jack's Creek	Tenn	J. A. Teague	149 00	71
	19505	do	Tenn	do		
	19506	Lexington to Perryville	Tenn	do	560 00	1 79
	19506	do	Tenn	do		
	19506	do	Tenn	do		
	19506	do	Tenn	do		
	19507	Camden to Camden	Tenn	J. R. Pigg	1,540 00	2 45
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19507	do	Tenn	do		
	19510	Clifton to Scott's Hill	Tenn	W. S. C. Brigance	233 00	1 12

Their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 13, 26, 27; Mar. 1, 3, 4, 5, 22, 1886.	Bangor	Failure to arrive	$12 64	$14 26
Feb. 13, 26, 27; Mar. 1, 2, 3, 5, 22, 1886.	do	Failure to depart		
Feb. 13, 26, 27; Mar. 1, 2, 3, 4, 22, 1886.	Monroe	Failure to arrive		
Feb. 13, 27; Mar. 1, 2, 3, 4, 23, 1886.	do	Failure to depart		
In first quarter, 1886	White's Corner and West Winterport.	Failure to supply more than three times a week each way.		
Feb. 27; Mar. 2, 1886		Failure to perform service		1 20
Oct. 1, 1885, to Mar. 23, 1886.		Failure 6 times a week service		43 70
July 1, 1885, to Feb. 17, 1886.		Failure to perform service on ¼ of a mile.		6 27
Feb. 26, 1886		Failure to perform service		1 34
Feb. 26, 27, 1886	Adams	Failure on 11 miles		1 70
do		Failure on 17 miles		2 30
Feb. 26, 1886	Cummington	Failure to arrive		1 48
Feb. 27, 1886	do	Failure to depart		
Feb. 26, 1886	Hinsdale	Failure to arrive and depart		
Jan. 3, 10, 17, 24, 31; Feb. 7, 14, 21, 28; Mar. 7, 14, 21, 28, 1886.	Lenox	Failure 13 Sunday trips		3 25
		Subcontractor continues to receive mail matter contrary to instructions of Mar. 1, 1886.	5 00	
Feb. 12, 13, 14, 15, 16, 17; Mar. 8, 1886.	Fall River	Failure to arrive		18 48
Feb. 12, 13, 14, 15, 16, 17, 1886	do	Failure to depart		
Feb. 12, 13, 14, 1886	Providence	Failure to arrive		
Feb. 13, 14, 15, 16, 17, 1886	do	Failure to depart		
Feb. 4, 1886		Failure on 14 miles		1 40
		The deduction of $1.50 ordered Apr. 23, 1886, having been calculated on an erroneous basis, a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore, deduct		36
		The deduction ordered Apr. 22, 1866, of $2.16 having been calculated on an erroneous basis, a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore, deduct		7 44
Jan. 5, 12, 1886	Hazel Dell	Failure on 3 miles		1 29
Feb. 12, 1886	do	Failure on 5 miles		
Mar. 30, 1886		Failure total		2 14
Jan. 9, 1886		Failure on 14 miles		3 30
Feb. 11, 1886		Failure on 6 miles		
Feb. 1[illegible], 1886		Failure on 14½ miles		
Jan. 23; Feb. 4, 11, 1886	(15 miles)	Failure on 10 miles		5 28
Feb. 3, 1886	(16½ miles)	Failure on 16½ miles		
Feb. 5, 1886		Failure round trip		4 68
Feb. 12, 1886		Failure on 20½ miles		
Jan. 2, 1886		Failure on 15 miles		2 75
Jan. 5, 1886		Failure round trip		
Feb. 12, 1886	Lexington	Failure to depart		3 58
Feb. 13, 1886	do	Failure to arrive		
Feb. 12, 1886	Perryville	do		
Feb. 13, 1886	do	Failure to depart		
Jan. 8, 1886		Failure on 20 miles		31 44
Jan. 15, 1886		Failure on 27 miles		
Feb. 3, 1886		Failure on 37 miles		
Feb. 4, 1886		Failure on 38 miles		
Feb. 11, 1886		Failure on 28 miles		
Feb. 12, 1886		Failure on 30 miles		
Feb. 5, 1886		Failure round trip		
Jan. 9, 11, 1886	Decaturville	Failure to arrive and depart		
Jan. 12, 15; Feb. 5, 12, 1886		Failure on 7 miles		3 30

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 28	19511	Juno to Cedar Grove	Tenn ..	J. Lisenby	$163 29	$0 28 50
	19511	....do	Tenn ..	....do		
	19512	Poplar Spring to Huntingdon	Tenn ..	E. Falkner	390 00	1 25
	19512	....do	Tenn ..	....do		
	19513	Brodie's Landing to Poplar Spring.	Tenn ..	J. R. Pigg	150 00	72
	19516	Jackson to Lexington	Tenn ..	E. Falkner	995 00	1 58
	19516	....do	Tenn ..	....do		
	19516	....do	Tenn ..	....do		
	19516	....do	Tenn ..	....do		
	19516	....do	Tenn ..	....do		
	19517	Jackson to Mifflin	Tenn ..	J. A. Brown	149 50	47
	19517	....do	Tenn ..	....do		
	19518	Jackson to Crucifer	Tenn ..	W. H. Threddgill	137 00	65
	19519	Jackson to Denmark	Tenn ..	J. R. Pigg	220 00	70
	19520	Jackson to Spring Creek	Tenn ..	W. B. Catching	228 00	73
	19521	Huntingdon to Cedar Grove	Tenn ..	W. F. Hansberger	170 00	81
	19522	Huntingdon to Lexington	Tenn ..	J. W. Murphy	449 00	1 43
	19526	Paris to Mansfield	Tenn ..	E. Falkner	149 00	71
	19530	Paris to Paris Landing	Tenn ..	W. B. Catching	540 00	1 73
	19531	Bayne to Dover	Tenn ..	W. F. Costellow	170 00	81
	19531	....do	Tenn ..	....do		
	19532	Bayne to New Concord	Tenn ..	J. C. Stubblefield	90 00	43
	19532	....do	Tenn ..	....do		
	19533	Elm Tree to Paris	Tenn ..	W. F. Costellow	297 00	95
	19534	Dresden to Dresden	Tenn ..	....do	280 00	89
	19534	....do	Tenn ..	do		
	19536	Martin to Mount Pelia	Tenn ..	E. Falkner	119 00	38
	19540	Dyersburgh to Friendship	Tenn ..	G. D. Moore	279 99	89
	19541	Trenton to Brazil	Tenn ..	Dodd & Dodd	232 50	74
	19546	Brownsville to Somerville	Tenn ..	W. H. Ford	650 00	70
	19550	Bell's Depot to Friendship	Tenn ..	J. E. Crichlow	425 00	67
	1955)	....do	Tenn ..	....do		
	19550	....do	Tenn ..	....do		
	19550	....do	Tenn ..	....do		
	19550	....do	Tenn ..	....do		
	19551	Bell's Depot to Chestnut Bluff	Tenn ..	R. W. Jones	241 18	77
	19555	Bethel Springs to Bolivar	Tenn ..	W. F. Castellow	339 00	1 62
	19555	....do	Tenn ..	....do		
	19557	Bolivar to Fayette Corners	Tenn ..	....do	299 00	95
	19558	Somerville to Cedar Chapel	Tenn ..	W. B. Catching	292 97	94
	19566	Knoxville to depot	Tenn ..	P. B. Brown	1,497 00	
	19569	Prairie Plains to Tullahoma	Tenn ..	W. B. Catching	270 00	86
	19570	Paris to Murray	Tenn ..	L. Cherry	700 00	1 11
	19570	....do	Tenn ..	....do		
	19570	....do	Tenn ..	....do		
	19570	....do	Tenn ..	....do		
	19575	Whitesborough to Thula	Tenn ..	W. B. Catching	103 00	49
	19576	Bagdad to Butler's Landing	Tenn ..	....do	180 00	1 73
	19584	Hollow Rock to Henry	Tenn ..	....do	180 00	86
	19584	....do	Tenn ..	....do		
	19592	Monroe to Spurrier	Tenn ..	....do	60 00	57
	19593	Luther to Thorn Hill	Tenn ..	....do	234 57	85
	19595	Sunbright to Standing Stone	Tenn ..	M. A. Moore	249 99	2 40
	19595	....do	Tenn ..	....do		
	19599	Scott's Hill to Centre Point	Tenn ..	W. B. Catching	165 00	52
	19601	Henderson to Mendon	Tenn ..	....do	168 00	80
	19601	....do	Tenn ..	....do		
	19610	Dug Hill to Cookville	Tenn ..	....do	210 00	67
	19610	....do	Tenn ..	....do		
	19610	....do	Tenn ..	....do		
	19610	....do	Tenn ..	....do		
	19615	Adamsville to Corinth	Tenn ..	E. A. Ragan	174 00	1 67
	19616	Obion to Hornbeak	Tenn ..	R. A. Lawson	163 00	52
	19617	Obion to Lane	Tenn ..	....do	166 00	79
	19618	Decaturville to Lego	Tenn ..	G. C. Brassfield	73 98	71
	19619	Flat Woods to Lego	Tenn ..	....do	76 98	74
	19621	Savannah to Waterloo	Tenn ..	W. B Catching	320 00	1 53
	19625	Cleveland to Cohutta Springs	Tenn ..	R. A. Lawson	73 00	70
	19625	....do	Tenn ..	....do		
	19632	Loudon to Kingston	Tenn ..	T. J. Miller	500 00	79
	19632	....do	Tenn ..	....do		
	19632	....do	Tenn ..	....do		
	19633	Loudon to Cane Creek	Tenn ..	S. B. Varn	100 00	32

their pay, and fines and forfeituaes remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 1886	Akins (9 miles)	Failure to arrive and depart		$2 28
Jan. 15, 25; Feb. 8, 15, 1886	Atkins (16 miles)	do		
Feb. 3, 5, 1886		Failure round trip		6 34
Feb. 12, 1886		Failure on 14 miles		
Feb. 3, 1886		Failure round trip		1 44
Feb. 4; Jan. 4, 1886	Jackson	Failure to arrive		5 53
Jan. 2; Feb. 3, 5, 1886	do	Failure to depart		
Jan. 4, 1886	Lexington	do		
Jan. 2; Feb. 3, 1886	do	Failure to arrive		
Jan. 9; Feb. 4, 1886		Failure round trips		2 19
Jan. 2, 1886		Failure on 5 miles		
Jan. 9, 1886		Failure round trip		1 30
Jan. 2, 9, 1886		Failure round trips		2 80
Jan. 9; Feb. 4, 1886		do		2 82
Feb. 3, 6, 1886		do		3 84
Feb. 3, 4, 1886		Failure round trip		2 86
Jan. 9; Feb. 6, 1886		Failure round trips		2 84
Feb. 3, 5, 1886		Failure round trip		6 92
Jan. 9, 12; Mar. 30, 1886	Bayne	Failure to arrive and depart		3 03
Feb. 6, 1886		Failure on 6 miles		
Jan. 9; Feb. 3, 6, 1886		Failure on round trips		3 28
Jan. 2, 1886		Failure on 9 miles		
Feb. 3, 4, 1886		Failure round trip		1 90
Feb. 4–6, 1886		Failure round trips		4 28
Feb. 11, 1886		Failure on 7 miles		
Jan. 9; Feb. 4, 1886		Failure round trips		1 52
Jan. 9; Feb. 4–6, 1886		do		5 34
Feb. 3, 1886		Failure round trip		1 48
Jan. 11, 12, 1886		Failure round trip, six trips a week service.		2 80
Feb. 3, 4, 1886		do		
Feb. 5, 1886	Bell's Depot	Failure to depart		4 02
Feb. 6, 1886	do	Failure to arrive		
Feb. 5, 1886	Friendship	do		
Feb. 6, 1886	do	Failure to depart		
Feb. 4–6, 1886		Failure round trips		3 08
Jan. 15; Feb. 2, 1886	Bethel Springs	Failure to arrive		3 24
Jan. 16; Feb. 3, 1886	do	Failure to depart		
Mar. 31, 1886		Failure round trip		1 90
Feb. 4, 11, 1886		Failure round trips		3 76
Jan. 28, 1886		Failed to deliver mails to K. and B. train.	$1 00	
Jan. 9; Mar. 30, 1886		Failure round trip		3 44
Feb. 3, 1886		Failure to depart		2 22
Feb. 4, 1886	Paris	Failure to arrive		
Feb. 3, 1886	do	do		
Feb. 4, 1886	Murray	Failure to depart		
Jan. 9, 16; Mar. 27, 31, 1886	do	Failure on 5 miles		1 96
Jan. 1, 8, 15; Feb. 5, 12, 1886		Failure round trips		17 30
Feb. 6, 1886		Failure round trip		4 89
Jan. 2; Feb. 3, 1886		Failure on 21 miles		
Jan. 9, 1886		Failure round trip		1 14
Jan. 16; Mar. 30, 1886		do		3 00
Jan. 15, 1886		Failure on 16 miles		6 67
Feb. 4, 5, 1886		Failure round trip		
Feb. 1, 5, 15, 17, 1886		Failure to connect	2 00	
Jan. 9, 1886		Failure round trip		2 65
Jan. 16, 1886		Failure on 11½ miles		
Jan. 9, 16, 1886		Failure on 8 miles		3 11
Jan. 19; Mar. 19, 27, 30, 1886		Failure on 4 miles		
Feb. 4, 1886		Failure on 4½ miles		
Jan. 12, 1886	Cookville	Failure to arrive and depart		3 34
Jan. 11, 12, 1886		Failure round trip		1 04
Feb. 4, 1886		do		1 58
Feb. 5, 1886		do		2 84
Jan. 8; Feb. 5, 1886		do		2 96
Jan. 9; Feb. 13, 1886		do		5 82
Jan. 15; Feb. 5, 1886		Failure on 30 miles		1 97
Jan. 9; Mar. 20, 1886		Failure on 3½ miles		
Mar. 27, 1886		Failure round trip		9 10
Jan. 11, 12, 13, 15, 1886		Failure round trips		
Feb. 20; Mar. 30, 31, 1886		Failure on 8 miles		
Jan. 14, 1886	Kingston	Failure to arrive and depart		1 92
Jan. 11, 13; Mar. 31, 1886		Failure round trips		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 28	20152	Sandy Hook to De Bard	Ky	W. F. Costellow	$666 00	$1 06
	20152	....do	Ky	....do		
	20152	....do	Ky	....do		
	20153	Willard to Paintsville	Ky	J. A. Craft	555 00	1 77
	20153	....do	Ky	....do	558 11	1 78
	20156	Richardson to Paintsville	Ky	....do	569 00	90
	20157	Rockhouse to Hazard	Ky	L. Johnson	114 00	1 09
	20157	....do	Ky	....do		
	20158	Paintsville to Pikeville	Ky	J. E. Mason	993 00	1 58
	20158	....do	Ky	....do		
	20158	....do	Ky	....do		
	20158	....do	Ky	....do		
	20160	West Liberty to Hazle Green	Ky	Cecil and Kendall	175 00	56
	20161	West Liberty to Sandy Hook	Ky	W. A. Maxey	160 00	76
	20162	Hazle Green to Jackson	Ky	W. T. Hogg	593 00	94
					627 88	1 00
	20162	....do	Ky	....do		
	20162	....do	Ky	....do		
	20162	....do	Ky	....do		
	20162	....do	Ky	....do		
	20162	....do	Ky	....do		
	20163	Hazle Green to Campton	Ky	J. A. Craft	197 00	31
	20163	....do	Ky	....do		
	20164	Hazle Green to Salyersville	Ky	....do	320 00	1 02
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20164	....do	Ky	....do		
	20165	Beattyville to Campton	Ky	....do	360 00	1 15
	20165	....do	Ky	....do		
	20166	Beattyville to Jackson	Ky	W. T. Hogg	392 00	1 25
	20166	....do	Ky	....do		
	20166	....do	Ky	....do		
	20166	....do	Ky	....do		
	20167	Jackson to Booneville	Ky	B. Combs	229 00	1 10
	20167	....do	Ky	....do		
	20167	....do	Ky	....do		
	20167	....do	Ky	....do		
	20168	Pikeville to Dorton	Ky	J. A. Craft	336 00	1 07
	20169	Pikeville to Logan C. H	Ky	....do	530 00	2 54
	20169	....do	Ky	....do		
	20169	....do	Ky	....do		
	20169	....do	Ky	....do		
	20170	Pikeville to Grundy	Ky	....do	427 00	2 05
	20170	....do	Ky	....do		
	20170	....do	Ky	....do		
	20170	....do	Ky	....do		
	20170	....do	Ky	....do		
	20170	....do	Ky	....do		

their pay, and fines and forfeitures remitted--Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Sandy Hook	Failure to arrive and depart		
Mar. 31, 1886	De Bard	....do	.....	$2 92
Mar. 27, 29, 1886	.....	Failure on 4 miles		
Jan. 4; Feb. 5, 12, 1886	.....	.....		
Mar. 31, 1886	.....	Failure on 16 miles	.....	6 12
Jan. 9; Feb. 5; Mar. 31, 1886	.....	Failure total	.....	5 40
Jan. 11, 1886	.....	Failure on 18 miles	.....	2 76
Jan. 12; Mar. 30, 1886	.....	Failure on 10 miles		
Jan. 11, 13, 14, 15, 18, 19; Feb. 5, 10; Mar. 31, 1886.	Paintsville	Failure to arrive		
Jan. 9, 18; Feb. 3, 5, 10; Mar. 30, 1886.	....do	Failure to depart		
Jan. 11, 12, 13, 14, 18; Feb. 1, 3, 4, 5, 6, 8, 10; Mar. 30, 31, 1886.	Pikeville	Failure to arrive	.....	33 97
Jan. 11, 12, 14, 15, 19; Feb. 2, 3, 4, 5, 6, 9, 11; Mar. 30, 31, 1886.	....do	Failure to depart		
Jan. 11; Feb. 5, 12; Mar. 31, 1886.	.....	Failure total	.....	4 48
Jan. 9; Feb. 13; Mar. 31, 1886	.....	....do	.....	4 56
Jan. 9, 21, 28; Feb. 2, 5, 12; Mar. 1, 1886.	Hazle Green	Failure to arrive and depart		
Jan. 18, 21; Feb. 3, 4, 5, 12; Mar. 22, 31, 1886.	Jackson	....do		
Jan. 8, 28, 1886	....do	Failure to arrive	.....	17 24
Jan. 9, 29, 1886	....do	Failure to depart		
Jan. 19, 1886	.....	Failure on 5 miles		
Mar. 27, 1886	.....	Failure on 16½ miles		
Jan. 11, 28; Feb, 2, 14; Mar. 20, 1886.	Hazle Green	Failure to arrive and depart		
Jan. 11, 28; Feb. 3, 5; Mar. 20, 1886.	Campton	....do	.....	3 10
Jan. 12, 1886	Hazle Green	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart		
Feb. 3, 1886	.....	Failure on 21½ miles		
Feb. 12, 1886	.....	Failure on 15½ miles		
Jan. 1, 4, 8, 11, 13, 15; Feb. 5, 12; Mar. 12, 23, 29, 31, 1886.	Salyersville	Failure to arrive		
Jan. 2, 5 9, 12, 14, 16; Feb. 6, 13; Mar. 13, 23, 30, 1886.	....do	Failure to depart	.....	32 83
Jan. 5, 9; Feb. 2, 13; Mar. 13, 23, 30, 1886.	Hazle Green	Failure to arrive		
Jan. 4, 8; Feb. 1, 12; Mar. 12, 23, 29, 31, 1886.	....do	Failure to depart		
Feb. 3, 1886	Beattyville	Failure to arrive and depart		
Jan. 9; Feb. 3, 1886	Campton	....do	.....	3 45
Jan. 11, 13, 15, 22, 29; Feb. 3, 5, 12, 17, 19; Mar. 22, 1886.	Beattyville	Failure to arrive		
Jan. 12, 14, 16, 23, 30; Feb. 4, 6, 13, 18, 20; Mar. 23, 1886.	....do	Failure to depart		
Jan. 16, 23, 30; Feb. 2, 6, 9, 13, 18; Mar. 23, 30, 1886.	Jackson	Failure to arrive	.....	28 12
Jan. 11, 13, 15, 22, 29; Feb. 3, 5, 10, 12, 19; Mar. 24, 29, 31, 1886.	....do	Failure to depart		
Jan. 4, 11, 21; Feb. 4; Mar. 22, 1886.	....do	Failure to arrive		
Jan. 5, 12, 22; Feb. 5; Mar. 23, 1886	....do	Failure to depart	.....	7 70
Jan. 12; Feb. 5, 1886	Booneville	Failure to arrive		
Jan. 11; Feb. 4, 1886	... do	Failure to depart		
Feb. 3, 5: Mar. 30, 1886	.....	Failure total	.....	6 42
Jan. 11; Feb. 4, 1886	Pikeville	Failure to depart		
Jan. 12; Feb. 6, 1886	....do	Failure to arrive		
Jan. 8, 12, 15, 19, 22, 26; Feb. 5, 12, 16; Mar. 23, 26, 30, 1886.	Logan C. H.	Failure to arrive and depart	$1 00	35 56
Jan. 5, 1886	.....	Wet mail		
Jan. 11, 14, 18; Feb. 4, 1886	Pikeville	Failure to depart		
Jan. 13, 16, 20; Feb. 3, 1886	...do	Failure to arrive		
Jan. 8, 15, 19; Feb. 5, 1886	Grundy	Failure to arrive and depart	.....	28 21
Jan. 21, 1886	... do	Failure on 26 miles		
Feb. 11, 1886	.....	Failure on 31 miles		
Mar. 22, 29, 1886	.....	Failure on 32 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 28	20171	Hazard to Whitesburgh	Ky	W. R. Stamper	$166 66	$1 60
	20171	....do	Ky	....do		
	20171	....do	Ky	....do		
	28306	Miami to Miami Station	Mo	J. A. Craft	348 00	27
	28306	....do	Mo	....do		
	28306	....do	Mo	....do		
	28306	....do	Mo	....do		
	28381	Bolivar to Nevada	Mo	W. F. Hansberger	1,421 24	2 07
						1 23
	28381	....do	Mo	....do		
	28381	....do	Mo	....do		
	28381	....do	Mo	....do		
	28381	....do	Mo	....do		
	28381	....do	Mo	....do		
	28398	Versailles to Climax	Mo	J. A. Craft	390 00	1 87
	28398	....do	Mo	....do		
	28501	Greenville to Lost Creek	Mo	S. A. Harris	52 00	50
	28550	Arno to Yellville	Mo	H. W. Hudson	746 11	3 58
	28550	....do	Mo	....do		
	28550	....do	Mo	....do		
	28550	....do	Mo	....do		
	28550	....do	Mo	....do		
	28582	Dripping Spring to Fayette	Mo	J. A. Craft	119 00	1 14
	29147	Yellville to Kirbyville	Ark	T. I. Hicks	717 00	2 29
	29147	....do	Ark	....do		
	29148	Smithville to Evening Shade	Ark	B. Magoffin	207 82	1 00
	29148	....do	Ark	....do		
	29148	....do	Ark	....do		
	29149	Melbourne to Yellville	Ark	J. H. Tinsley	1,512 46	2 33
						1 25
	28149	....do	Ark	....do		
	28149	....do	Ark	....do		
	28149	....do	Ark	....do		
	28149	....do	Ark	....do		
	28149	....do	Ark	....do		
	28149	....do	Ark	....do		
	29150	Yellville to Harrison	Ark	P. Fowler	1,089 00	1 73
	29152	Melbourne to Mountain Home	Ark	A. E. Boone	349 00	1 67
	29152	....do	Ark	....do		
	29154	Batesville to Batesville	Ark	C. W. Hall	542 00	1 73
	29155	Batesville to Evening Shade	Ark	J. M. Masner	898 50	1 43
	29155	....do	Ark	....do		
	29155	....do	Ark	....do		
	29155	....do	Ark	....do		
	29155	....do	Ark	....do		
	29155	....do	Ark	....do		
	29155	....do	Ark	....do		
	29156	Oil Trough to Newport	Ark	B. Magoffin	400 21	63
	29156	....do	Ark	....do		
	29156	....do	Ark	....do		
	29157	Batesville to Marshall	Ark	A. B. Comer	1,047 34	1 90
						2 17
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		
	29157	....do	Ark	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions
Feb 4, 1886	Hazard	Failure to arrive		
Feb. 5, 1886	do	Failure to depart	.....	$4 80
Feb. 6; Mar. 27, 1386	Whitesburgh	Failure to arrive and depart		
Jan. 9; Feb. 16, 18, 1886	.....	Failure to perform service		
Jan. 8, 1886	.....	Failure to perform 3 half trips	.....	4 95
Feb. 13, 1886	.....	Failure half trip		
Feb. 20, 1886	.....	Failure 2 half trips		
Jan. 27, 28; Feb. 9, 10, 1886	Tri-weekly	Failure aggregating 28 miles		
Feb. 12, 13, 1886	do	Failure half trip		
Jan. 27, 1886	Virgil City	Failure to arrive		
Jan. 26, 27, 1886	do	Failure to depart	.....	9 13
Jan. 8; Feb, 2, 1886	Nevada	Failure to arrive		
Jan. 9; Feb. 3, 1886	do	Failure to depart (6 times a week service).		
Jan. 18, 19, 1886	.....	Failure to perform service		
Jan. 8, 9; Feb. 8, 9, 12, 13, 19, 20, 1886.	.....	Failure on 6½ miles	.....	6 82
Jan. 9, 1886,	.....	Failure to perform service	.....	1 00
Jan. 13, 25, 1886	Arno	Failure to arrive		
Jan. 12, 26, 1886	do	Failure to depart		
Jan. 13, 25; Feb. 3, 10, 17, 1886.	Yellville	Failure to arrive		
Jan. 9, 23; Feb. 2, 16, 1886	do	Failure to depart	$10 00	23 27
.....	.....	For failure and refusal to supply office of Stone in accordance with orders from the Department.		
Jan. 9, 1886	.....	Failure to perform service	.....	2 28
Feb. 3, 5; Mar. 5, 1886	Yellville	Failure to arrive and depart	.....	11 45
Feb. 2, 4, 1886	Kirbyville	do		
Feb. 5, 1886	Smithville	do		
Jan. 11, 1886	Evening Shade	Failure on 18 miles	.....	3 71
Feb. 5, 1886	do	Failure to arrive and depart		
Feb. 4, 6, 1886	Melbourne	Failure to arrive and depart 3 times a week.		
Mar. 30, 1886	do	do		
Feb. 3, 5, 1886	Mount Home	do		
Feb. 3, 4, 1886	do	Failure to arrive and depart 6 times a week.	.....	24 32
Feb. 6, 1886	do	Failure to depart		
Jan. 8, 9, 11; Feb. 2, 1886	Yellville	Failure on 10 miles 6 times a week.		
Feb. 3, 4, 6, 9, 1886	do	Failure to arrive and depart 6 times a week.		
Jan. 9, 15, 16; Feb. 2, 3, 4, 5, 6, 9, 1886.	Yellville	Failure to arrive and depart	.....	15 57
Feb. 6, 1886	Melbourne	do		
Feb. 2, 1886	Mountain Home	Failure on 21 miles	.....	4 59
Feb. 3, 5, 1886	.....	Failure total	.....	6 92
Feb. 3, 1886	Batesville	Failure on 12 miles		
Feb. 4, 5, 1886	do	do		
Feb. 2, 1886	Evening Shade	Failure on 4 miles		
Feb. 3, 1886	do	Failure to depart	.....	7 73
Feb. 4, 1886	do	Failure to arrive and depart		
Feb. 5, 1886	do	Failure on 6 miles		
Feb. 6, 1886	do	Failure to depart		
Jan. 8, 1886	Oil Trough	Failure on 11 miles		
Jan. 9, 11, 14, 15, 16, 18; Feb. 2, 3, 4, 5, 1886.	do	Failure to arrive and depart	.....	9 22
Feb. 6, 8, 1886	do	Failure on 11 miles		
Feb. 2, 4, 1886	Batesville	Failure to arrive		
Feb. 3, 5, 1886	do	Failure to depart (3 times a week service).		
Jan. 1, 13, 15; Feb. 8, 1886	Mountain View	Failure on 20 miles		
Feb. 3, 5, 1886	do	Failure to arrive		
Feb. 4, 6, 1886	do	Failure to depart (3 times a week service).	.....	20 62
Feb. 2, 1886	do	Failure to arrive		
Feb. 4, 1886	do	Failure to depart (2 times a week service).		
.....do	Marshall	Failure to arrive		
Feb. 5, 1886	do	Failure to depart (2 times a week service).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 28	29159	Batesville to Heber	Ark	V. Boreing	$400 65	$0 50
	29159	do	Ark	do		2 35
	29159	do	Ark	do		
	29159	do	Ark	do		
	29159	do	Ark	do		
	29159	do	Ark	do		
	29160	Marshall to Rally Hill	Ark	S. Taylor	270 00	1 29
	29160	do	Ark	do		
	29160	do	Ark	do		
	29161	Marshall to Witt's Springs	Ark	N. R. Martin	125 00	1 20
	29161	do	Ark	do		
	29163	Marshall to Plummerville	Ark	D. C. Lane	1,872 00	2 98
	29163	do	Ark	do		
	29163	do	Ark	do		
	29164	Marshall to Jasper	Ark	V. Boreing	594 00	2 85
	29164	do	Ark	do		
	29164	do	Ark	do		
	29166	Quitman to Clinton	Ark	A. E. Boone	333 00	1 60
	29166	do	Ark	do		
	29166	do	Ark	do		
	29168	Searcy to Quitman	Ark	J. H. Sanders	697 00	2 23
	29170	Conway to Searcy	Ark	B. W. Beedy	603 44	2 89
	29170	do	Ark	do		
	29172	Morrillton to Clinton	Ark	T. I. Hicks	669 47	3 21
	29172	do	Ark	do		
	29172	do	Ark	do		
	34205	Stockville to Homerville	Nebr	M. A. Thompson	430 00	2 06
	34205	do	Nebr	do		
	34206	Stockville to Arapahoe	Nebr	M. B. Cheney	399 21	1 91
	34206	do	Nebr	do		
	34211	Hayes to Blair	Nebr	J. B. Colegrove	120 00	57
	34212	Herman to Herman	Nebr	M. B. Cheney	229 41	73
	34215	Decatur to Tekamah	Nebr	C. E. Hull	372 00	59
	34216	Oakland to Hooper	Nebr	B. Magoffin	310 00	99
	34216	do	Nebr	do		
	34218	Dakota to Decatur	Nebr	M. B. Cheney	1,204 64	1 91
	34218	do	Nebr	do		
	34219	Hubbard to Logan Grove	Nebr	J. F. Duggan	372 67	1 79
	34219	do	Nebr	do		
	34219	do	Nebr	do		
	34219	do	Nebr	do		
	34220	Everett to Fremont	Nebr	S. D. Pickard	234 00	75
	34224	West Point to Oakland	Nebr	J. H. Wallace	298 00	47
	34224	do	Nebr	do		
	34224	do	Nebr	do		
	34224	do	Nebr	do		
	34226	West Point to Fremont	Nebr	W. A. Stoddard	842 78	2 69
	34226	do	Nebr	do		
	34226	do	Nebr	do		
	34226	do	Nebr	do		
	34227	Olean to Schuyler	Nebr	do	428 51	1 37
	34228	Leigh to Schuyler	Nebr	W. H. Smith	377 00	1 20
	34229	Stanton to West Point	Nebr	M. B. Cheney	159 50	1 53
	34229	do	Nebr	do		
	34233	Hoskins to Stanton	Nebr	William Lalk	224 00	1 07

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9; Feb. 2, 4, 1886	Batesville	Failure on 3 miles (3 times a week service).		
Jan. 15; Feb. 5, 1886	Jamestown	Failure to depart		
Jan. 16, 30, 1886	do	Failure to arrive		
Jan. 22, 29; Feb. 5, 12; Mar. 5, 12, 1886.	Heber	do	.....	$20 08
Jan. 23, 30; Feb. 6, 13; Mar. 6, 13, 1886.	do	Failure to depart (1 time a week service).		
Mar. 2, 6, 30, 1886	Marshall	Failure to arrive and depart		
Feb. 3, 1886	Rally Hill	Failure to arrive	.....	5 16
Feb. 5, 1886	do	Failure to depart		
Feb. 3, 1886		Failure total	.....	3 55
Feb. 10, 1886	Witt's Springs	Failure on 12 mile		
Feb. 2, 3, 4, 5, 6, 10, 11, 1886	Marshall to Clifton.	Failure on 32 miles		
Jan. 8, 9, 1886	Plummerville to Contee Ridge.	Failure on 19 miles	.....	28 37
Feb. 2, 3, 1886	Plummerville to Clifton.	Failure on 38 miles		
Jan. 15; Feb. 2, 5, 1886	Marshall	Failure to arrive and depart		
Feb. 3, 1886	Jasper	Failure to arrive	.....	11 46
Feb. 4, 1886	do	Failure to depart		
Feb. 2, 5, 12, 1886	Quitman	Failure to arrive and depart		
Feb. 2, 5, 1886	Clinton	Failure to depart	.....	8 80
Feb. 3, 6, 10, 1886	do	Failure to arrive		
Feb. 3, 5, 1886		Failure total	.....	8 92
Feb. 11, 15, 1886	Searcy	Failure to arrive	.....	5 78
Feb. 12, 16, 1886	do	Failure to depart		
Feb. 4, 1886	Morrillton	Failure to arrive		
Feb. 5, 1886	do	Failure to depart	.....	4 14
Feb. 10, 1886	Clinton	Failure on 8 miles		
Jan. 29, 1886	Homerville	Failure to arrive		
Jan. 30, 1886	do	Failure to depart	.....	2 06
Jan. 26, 1886	Arapahoe	Failure to arrive		
Jan. 27, 1886	do	Failure to depart	.....	1 91
Jan. 5, 9, 1886		Failure total	.....	2 28
Jan. 5, 7, 9; Feb. 25, 1886		do	.....	5 84
Jan. 4, 7, 1886		do	.....	2 36
Jan. 5, 7, 9, 1886		do		
Feb. 16, 1886		Failure half trip	.....	6 93
Jan. 4, 6, 7, 8, 9, 23; Feb. 10, 1886.	Dakota	Failure to arrive		
Jan. 4, 5, 7, 8, 9, 22; Feb. 9, 1886.	do	Failure to depart	.....	13 37
Mar. 23, 1886	Hubbard	Failure to arrive		
Mar. 22, 1886	do	Failure to depart		
Mar. 4, 8, 22; Feb. 8; Mar. 29, 1886.	Logan Grove	Failure to arrive	.....	10 74
Jan. 5, 9, 23; Feb. 9; Mar. 30, 1886.	do	Failure to depart		
Jan. 9, 1886		Failure total	.....	1 50
Jan. 4, 7, 8, 22, 28; Mar. 20, 23, 1886.	West Point	Failure to arrive		
Jan. 4, 7, 8, 23, 29; Mar. 20, 23, 1886.	do	Failure to depart		
Jan. 4, 6, 7, 8, 23, 29; Mar. 20, 22, 23, 1886.	Oakland	Failure to arrive	.....	7 52
Jan 4, 6, 7, 8, 22, 28; Mar. 20, 22, 23, 1886.	do	Failure to depart		
Jan. 12, 16, 28; Feb. 25; Mar. 4, 6, 11, 20, 25, 1886.	West Point	Failure to arrive		
Jan. 4, 13, 27; Feb. 24; Mar. 3, 5, 10, 19, 24, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 11, 13, 15, 18, 20, 23, 27; Feb. 10, 24; Mar. 3, 5, 10, 19, 24, 1886.	Fremont	Failure to arrive	.....	69 94
Jan. 5, 7, 9, 12, 14, 16, 19, 21, 23, 28; Feb. 11, 25; Mar. 4, 6, 11, 20, 25, 1886.	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 13, 14; Mar. 19, 20, 1886.		Failure total	.....	13 70
Jan. 7, 9; Mar. 4, 1886		do	.....	7 20
Jan. 8, 15; Mar. 5, 1886	West Point	Failure to arrive	.....	4 59
Jan. 9, 16; Mar. 6, 1886	do	Failure to depart		
Jan. 9, 16, 26; Mar. 20, 27, 1886.		Failure total	.....	10 70

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 28	34235	Ponca to Hartington	Nebr	M. B. Cheney	$417 35	$2 00
	34235	....do	Nebr	....do		
	34235	....do	Nebr	....do		
	34235	....do	Nebr	....do		
	34241	Niobrara to Yankton	Nebr	W. A. Stoddard	768 54	2 46
	34241	....do	Nebr	....do		
	34241	....do	Nebr	....do		
	34241	....do	Nebr	....do		
	34244	Pierce to Willowdale	Nebr	B. Magoffin	230 00	1 10
	46105	Santa Rosa to Calistoga	Cal	V. H. Pease	510 00	1 63
	46109	Pacheco to Antioch	Cal	T. S. Moore	1,020 69	1 60
	46114	Duncan's Mills to Navarro Ridge.	Cal	G. Allman	3,800 00	6 06
	46114	....do	Cal	....do		
	46114	....do	Cal	....do		
	46114	....do	Cal	....do		
	46116	Cloverdale to Bartlett Springs.	Cal	H. C. Criffin	2,451 49	3 91
	46116	....do	Cal	....do		
	46116	....do	Cal	....do		
	46119	Smith's Ranch to railroad station	Cal	A. E. Boone	239 00	38
	46121	Cloverdale to Mendocino City	Cal	J. C. Greenwood	3,163 32	5 05
	46121	....do	Cal	....do		
	46125	Upper Lake to Gravelly Valley.	Cal	A. B. McMath	312 00	3 00
	46160	Truckee to Eureka Mills	Cal	R. B. Thomas	1,786 00	5 71
	46160	....do	Cal	....do		
	46160	....do	Cal	....do		
	46160	....do	Cal	....do		
	46164	Beckwith to Greenville	Cal	T. Neal	2,596 00	4 14
	46191	Venado to Sulphur Creek	Cal	A. H. Tivis	215 00	1 03
	46200	Wheatland to Smartville	Cal	L. Sherman	675 00	1 07
	46200	....do	Cal	....do		
	46200	....do	Cal	....do		
	46202	You Bet to Dutch Flat	Cal	R. B. Thomas	231 97	74
	46203	Nevada City to Grantville	Cal	D. Willington	2,000 00	3 19
	46203	....do	Cal	....do		
	46203	....do	Cal	....do		
	46203	....do	Cal	....do		
	46203	....do	Cal	....do		
	46216	Sacramento to Richland	Cal	A. H. Tevis	284 40	1 36
	46216	....do	Cal	....do		
	40216	....do	Cal	....do		
	46227	Latrobe to Drytown	Cal	....do	1,170 30	1 86
	46232	Silver Creek to Genoa	Cal	J. Bruso	950 27	3 04
	46232	....do	Cal	....do		
	46233	Mokelumne Hill to Angel's Camp.	Cal	D. E. Berry	1,070 00	1 50
	46233	....do	Cal	....do		
	46233	....do	Cal	....do		
	46233	....do	Cal	....do		
	46265	Ione to Mokelumne Hill	Cal	T. S. Moore	848 58	1 35
		RAILROAD SERVICE.				
	6028	Albany to Binghamton	N. Y.	D. & H. C. Co	18,491 13	
	6049	Wellsville to Eldred	N. Y.	B. E. & C. Rwy	1,758 87	2 80
	6049	....do	N. Y.	....do		
	6049	....do	N. Y.	....do		
	6088	Carthage to Ogdensburgh	N. Y.	U. & B. R. R. R. Co	6,338 91	
	6095	Saratoga Springs to North Creek.	N. Y.	Adirondack Rwy	4,518 50	7 21
	6112	Stewart Junction to Babylon	N. Y.	L. I. R. R. Co	997 50	
	6118	Phœnicia to Hunter	N. Y.	S. C. & C. M. Rwy	800 97	1 27
	6118	....do	N. Y.	....do		
	6118	....do	N. Y.	....do		
	23002	Chicago to Freeport	Ills	C. & N. W. Rwy	20,757 69	33 15 11 05

their pay, and fines and forfeitures remitted—Continued.

Date of delinquincy.	Place of delinquincy.	Nature of delinquincy.	DECISION.	
			Fines.	Deductions.
Jan. 5, 1886	Ponca	Failure to arrive		
Jan. 8, 1886	do	Failure to depart	.....	$12 00
Jan. 4, 15, 22; Mar. 5, 31, 1886	Hartington	Failure to arrive		
Jan. 5, 16, 23; Mar. 6, 30, 1886	do	Failure to depart		
Mar. 30, 1886	Niobrara	Failure to arrive		
Mar. 31, 1886	do	Failure to depart	.....	4 92
Mar. 29, 1886	Yankton	Failure to arrive		
Mar. 30, 1886	do	Failure to depart		
Jan. 9, 1886	.....	Failure total	.....	2 20
Jan. 20, 22, 1886	.....	Failure round trip	.....	3 26
Jan. 18, 23, 1886	Clayton	Mail bag wet	$2 00	.....
Jan. 20, 1886	Duncan's Mills	Failure to arrive		
Jan. 21, 1886	do	Failure to depart	.....	15 15
do	Navarro Ridge	Failure to arrive		
Jan. 21, 23, 1886	do	Failure to depart		
Jan. 21, 1886	Cloverdale	Failure to arrive		
do	Bartlett Springs	do	.....	5 86
Jan. 20, 1886	do	Failure to depart		
Feb. 17, 1886	Smith's Ranch	Mail left behind time and failed to connect.	1 00	.....
Jan. 21; Feb. 28, 1886	Colverdale	Failure to arrive		
Jan. 22, 1886	do	Failure to depart	.....	7 57
Jan. 22, 23, 1886	.....	Failure round trip	.....	6 00
Jan. 19, 21, 1886	Truckee	Failure to arrive		
Jan. 20, 22, 1886	do	Failure to depart		
Jan. 21, 23, 1886	Eureka Mills	Failure to arrive	.....	22 84
Jan. 22, 25, 1885	do	Failure to depart		
Jan. 21, 22, 1886	.....	Failure 1 round trip	.....	8 28
Jan. 22, 23, 1886	.....	do	.....	2 06
Jan. 20, 26, 1886	Wheatland	Failure to arrive and depart		
Jan. 20, 1886	Smartville	Failure to arrive	.....	3 21
Jan. 21, 1886	do	Failure to depart		
Jan. 20, 21, 25, 26, 1886	.....	Failure round trips	.....	2 96
Jan. 20, 1886	Grantville	Failure to arrive		
Jan. 21, 1886	do	Failure to depart	.....	6 58
Mar. 2, 1886	.....	Failure on 10 miles		
Mar. 4, 8, 1886	.....	Failure on 3½ miles		
Jan. 22, 23, 26, 27, 29, 30, 1886	.....	Failure round trips		
Feb. 2, 1886	Sacramento	Failure to arrive	.....	9 52
Feb. 3, 1886	do	Failure to depart		
Jan. 19, 1886	.....	Failure to arrive and depart	.....	1 86
Jan. 22, 1886	Silver Creek	Failure to arrive	.....	3 04
Jan. 23, 1886	do	Failure to depart		
Jan. 21, 1886	Mokelumne Hill	Failure to arrive and depart		
Jan. 20, 1886	.....	Failure on 10 miles	.....	6 95
Jan. 23, 1886	.....	Failure on 13 miles		
Jan. 30, 1886	Angel's Camp	Failure to arrive and depart		
Jan. 23, 1886	.....	Failure on 10 miles	.....	1 23
Feb. 18, 1886	.....	For negligence on the part of the company's messenger in failing to dispatch the mail from Worcester, N. Y.	2 00	.....
Jan. 5, 6, 1886	Wellsville	Failure to arrive and depart		
Jan. 6, 7, 1886	Eldred	Failure to arrive	.....	11 20
Jan. 5, 6, 1886	do	Failure to depart		
Feb. 5, 1886	.....	For negligence on the part of the company's messenger at Ogdensburgh in failing to dispatch the mail on train No. 1.	2 00	.....
Feb. 4, 1886	Saratoga Springs	Failure to connect	3 50	.....
In first quarter, 1886	On the route	Failure to perform service one way.	.....	124 66
Jan. 5, 6, 1886	Phœnicia	Failure to arrive and depart		
Jan. 5, 1886	Hunter	do	.....	4 44
Jan. 6, 1886	do	Failure to depart		
Jan. 15, 18, 20, 23, 25, 26, 27, 29; Feb. 1, 2, 4, 5, 9, 15; Mar. 4, 1886.	.....	Chicago train No. 4, failed to connect with depending mails.	83 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
Apr. 28	27079	Marshalltown to Story City...	Iowa ..	Central Iowa Rwy....	$1,681 36	$2 68
	27079	.....do.....	Iowa ..	.....do.....	.....	.....
	27079	.....do.....	Iowa ..	.....do.....	.....	.....
	27079	.....do.....	Iowa ..	.....do.....	.....	.....
	27079	.....do.....	Iowa ..	.....do.....	.....	.....
	27091	New Sharon to Newton.....	Iowa ..	.....do.....	1,438 96	2 29
	27091	.....do.....	Iowa ..	.....do.....	.....	.....
	27091	.....do.....	Iowa ..	.....do.....	.....	.....
	27091	.....do.....	Iowa ..	.....do.....	.....	.....
		STEAMBOAT SERVICE.				
	46093	Eureka to Arcota.....	Cal	G. W. B. Yocom	1,200 00	96
		Remission.				
		STAR SERVICE.				
	333	Brewer Village to Bucksport..	Me	L. Nichols	560 00	89
		STAR SERVICE.				
Apr. 29	4099	Block Island to Newport	R. I....	Conley & Ball	2,995 00	5 48
	4099	.....do.....	R. I....	..... do.....	.....	.....
	4100	Newport to Wickford Junction	R. I....	A. S. Sherman	8,947 56	4 09
	4100	.....do.....	R. I....	.....do.....	.....	.....
	4103	Ashaway to Westerly	R. I....	D. Wells.....	375 00	29
	4103	.....do.....	R. I....	.....do.....	.....	.....
	4103	.....do.....	R. I....	.....do.....	.....	.....
	4117	Rockland to Hope	R. I....	B. W. Beedy.....	268 00	21
	4117	.....do.....	R. I....	.....do.....	.....	.....
	4117	.....do.....	R. I....	.....do.....	.....	.....
	4135	Newport to Jamestown to Narragansett.	R. I ...	T. C. Watson	366 85 195 65	46 15
	4135	.....do.....	R. I....	.....do.....	.....	.....
	4135	.....do.....	R. I....	.....do.....	.....	.....
	5105	New Canaan to Stamford.....	Conn ..	C. Crabb.....	800 00	63
	5105	.....do.....	Conn ..	.....do.....	.....	.....
	5123	North Madison to North Guilford to New Haven.	Conn ..	S. D. Bartlett	430 28	27 54
	5176	South Glastonbury to Rock Hill Station.	Conn ..	J. S. Tyler	160 00	12
	5176	.....do.....	Conn ..	.....do.....	.....	.....
	5196	Voluntown to North Stonington.	Conn ..	W. H. York.....	350 00	55
	5196	.....do.....	Conn ..	.....do.....	.....	.....
	5202	Hanover to Norwich	Conn ..	G. H. Glass	258 00	41
	5214	Woodstock Valley to West Willington.	Conn ..	.....do.....	482 00	76
	5214	.....do.....	Conn ..	.....do.....	.....	.....
	5214	.....do.....	Conn ..	.....do.....	.....	.....
	5214	.....do.....	Conn ..	.....do.....	.....	.....
	5214	.....do.....	Conn ..	.....do.....	.....	.....
	5231	Sterling to Voluntown	Conn ..	W. L. Argue	198 00	63
	5231	.....do.....	Conn ..	.....do.....	.....	.....
	8251	Lancaster to Terre Hill.....	Pa.....	R. L. Killian	447 00	71
	8253	Lancaster to Rowlandsville....	Pa.....	C. C. Morse	1,318 00	2 09
	8253	.....do.....	Pa.....	.....do.....	.....	.....
	8253	.....do.....	Pa.....	.....do.....	.....	.....
	8256	Denver to Cedar Lane	Pa.....	G. Zorn	423 00	67
	8256	.....do.....	Pa.....	.....do.....	.....	.....
	8256	.....do.....	Pa.....	.....do.....	.....	.....
	8256	..... do.....	Pa.....	.....da.....	.....	.....
	8256	.....do.....	Pa.....	..... do.....	.....	.....
	8284	Reading to Terre Hill.....	Pa.....	J. J. Davidson.....	374 00	59
	8285	Pequea to Honey Brook	Pa.....	B. F. Crouse	308 75	49
	8291	Lyons Station to Bechtelsville .	Pa.....	C. W. Underwood	570 00	91

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 7, 1886	Marshalltown	Failure to arrive		
Jan. 5, 11, 1886	do	Failure to depart		
Jan. 8, 9, 16, 22, 23, 29, 1886	do	Failure to arrive and depart		
Jan. 4, 5, 8, 9, 16, 22, 23, 29; Feb. 2, 1886.	Story City	do	.....	$46 90
Jan. 11, 1886	do	Failure to arrive		
Jan. 8, 9, 11, 23, 27, 29, 30; Feb. 2, 3, 4, 1886.	New Sharon	Failure to arrive and depart		
Jan. 20, 22, 26; Feb. 8, 20; Mar. 2, 1886.	do	Failure to arrive		
Jan. 21, 25; Feb. 9, 22; Mar. 3, 1886.	do	Failure to depart	.....	58 39
Jan. 8, 9, 20, 22, 23, 25, 26, 27, 29, 30, 1886.	Newton	Failure to arrive and depart		
Jan. 20, 1886		Failure round trip	.....	1 92

Remit $1 00 of the deduction noted in report for April 22, 1886. It appearing that the deduction of $9.01 ordered April 22, 1886, was erroneously calculated and should have been $8.01.

Jan. 27-28; Feb. 25-28, 1886	Block Island	Failure 2 half trips		
Jan. 27-28; Feb. 25-26, Mar. 1-2, 1886.	Newport	Failure 3 half trips	.....	$27 40
Feb., 1886		Failure 7½ round trips		
Mar., 1886		Failure 12½ round trips	.....	81 80
Feb. 13, 1886	Ashaway	Failure to perform service		
Feb. 15, 16, 17, 18, 19, 1886	do	Failure to arrive and depart second trip.	.....	4 42
Feb. 16, 17, 18, 19, 20, 1886	Westerly	do		
Feb. 13, 1886		Failure to perform service		
Feb. 15, 16, 17, 18, 19, 23, 22, 1886.	Rockland	Failure to arrive first trip, to depart second trip.	.....	3 78
Feb. 15, 16, 17, 18, 19, 20, 1886	Hope	Failure to arrive second trip, to depart first trip.		
Feb. 13, 26, 27, 1886	Narragansett	Failure to depart		
Feb. 26, 27, 1886	do	Failure to arrive	.....	2 07
Mar. 1, 1886		Failure to perform service		
Jan. 1; Feb. 22, 1886	New Canaan	Failure to arrive and depart second trip.	.....	2 54
do	Stamford	do		
Mar. 3, 10, 11, 12, 13, 15, 17, 20, 22, 23, 29, 31, 1886.	North Guilford	Failure to arrive in schedule time.	$2 00	.....
Jan. 8, 9, 1886		Failure both round trips	.....	1 50
Jan. 11, 27, 1886		Failure 1 round trip each		
Feb. 4, 13, 1886	Voluntown	Failure to arrive and depart	.....	1 65
do	North Stonington	Failure to arrive		
Jan. 1 to 30, 1886	Hanover	Failure to arrive on schedule time.	1 50	.....
Feb. 9, 1886		Failure on 14½ miles		
Feb. 26, 1886	Woodstock Valley	Failure to arrive		
Feb. 27, 1886	do	Failure to depart	.....	2 75
Feb. 26, 1886	W. Willington	do		
Feb. 27, 1886	do	Failure to arrive		
Jan. 9, 1886		Failure to perform service		
Feb. 13, 1886		do	.....	2 52
Jan. 9, 1886		Failure on 17¾ miles	.....	1 21
do		Failure on 8 miles		
Feb. 11, 1886		Failure on 15 miles	.....	4 02
Feb. 4, 1886	Rowlandsville	Failure to arrive		
Jan. 9, 1886	Denver	Failure to arrive and depart		
Jan. 11, 1886	do	Failure to depart		
Jan. 12, 1886	do	Failure to arrive	.....	2 34
Jan. 9, 11, 1886	Cedar Lane	do		
Jan. 12, 1886	do	Failure to depart		
Jan. 9, 1886	do	Failure total	.....	1 18
Jan. 9; Feb. 4, 11, 1886	do	do	.....	2 94
Jan. 9, 1886	do	Failure on 15 miles	.....	1 47

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1836. Apr. 29	8293	Kutztown to Snecksville	Pa	D. J. Kroninger	$248 99	$0 79
	8321	Doylestown to Newtown	Pa	Z. T. Rice	798 00	63
	8321	...do	Pa	...do		
	8321	...do	Pa	...do		
	8328	Newton to Bristol	Pa	F. P. Johnson	342 00	54
	8333	Bucksville to Sellersville	Pa	C. C. Morse	490 00	78
	8333	...do	Pa	...do		
	8355	Allentown to Stroutstown	Pa	T. Barto	1,395 00	2 22
	8355	...do	Pa	...do		
	8355	...do	Pa	...do		
	8355	...do	Pa	...do		
	8355	...do	Pa	...do		
	8355	...do	Pa	...do		
	8358	Weisenburgh to Mosserville	Pa	B. F. Sell	170 00	54
	8359	Bird in Hand to Reidenbach's store.	Pa	B. F. Crouse	369 00	58
	8260	Denver to Cocalico	Pa	Z. T. Carpenter	390 00	62
	8260	...do	Pa	...do		
	8260	...do	Pa	...do		
	8369	Donaldson to Gratz	Pa	B. F. Crouse	521 00	83
	8369	...do	Pa	...do		
	8369	...do	Pa	...do		
	8369	...do	Pa	...do		
	8378	Dalmatia to Elizabethville	Pa	Z. T. Rice	317 00	50
	8379	Herndon to Pitman	Pa	W. T. Erdman	489 00	1 56
	8379	...do	Pa	...do		
	9568	Ellendale to Drawbridge	Pa	Z. T. Carpenter	317 00	37
						26
	9568	...do	Pa	...do		
	9568	...do	Pa	...do		
	9568	...do	Pa	...do		
	9568	...do	Pa	...do		
	9568	...do	Pa	...do		
	12382	Alderson to Green Sulphur Springs.	W. Va.	Wm. George	138 00	66
	12382	...do	W. Va.	...do		
	13139	Marshall to White Rock; Marshall to Flag Pond.	N. C	T. G. Gibson	128 00 208 19	61 1 00
	13139	...do	N. C	...do		
	13428	Lumbertown to Red Springs	N. C	S. D. Castleman	108 71	1 03
	13431	Lumbertown to Fair Bluff	N. C	...do	326 00	1 56
	19101	Taylorsville to Abingdon	Tenn	W. B. Catching	870 00	70
						69
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19101	...do	Tenn	...do		
	19285	Huntsville to Buckeye	Tenn	W. F. Costellow	133 00	63
	19285	...do	Tenn	...do		
	19285	...do	Tenn	...do		
	19484	Waverly to Linden	Tenn	T. J. Wilson	724 00	2 32
	19484	...do	Tenn	...do		
	19484	...do	Tenn	...do		
	19484	...do	Tenn	...do		
	19484	...do	Tenn	...do		
	19524	Hollow Rock to Springville	Tenn	E. Falkner	435 00	1 39
	26105	Rushford to Canton	Minn	A. M. Perry	509 00	1 63
	26105	...do	Minn	...do		
	26105	...do	Minn	...do		
	26105	...do	Minn	...do		
	26105	...do	Minn	...do		
	26105	...do	Minn	...do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9; Feb. 4, 1886	Cedar Lane	Failure total		$3 16
Jan. 9, once; Feb. 4, 5, twice each.	Newton	Failure to arrive and depart		
Jan. 11, 1886	do	Failure to depart (1)		3 77
Jan. 12, 1886	do	Failure to arrive (1)		
Jan. 9; Feb. 4, 5, 1886	do	Failure total		3 24
Jan. 9, 1886	do	Failure on 14¼ miles		
Feb. 5, 1886	do	Failure total		2 92
Jan. 1, 9, 27; Feb. 13, 1886	Allentown to Lenhartsville.	Failure 1 trip (23¼ miles)		
Jan. 11, 12; Feb. 4, 5, 6, 11, 12, 1886.	do	Failure half trip		
Jan. 16, 20; Feb. 4, 1886	Stroutstown to Lenhartsville.	Failure 1 trip (20¾ miles)	$2 40	32 88
Jan. 11, 15, 18, 26; Feb. 5, 10, 11, 16, 1886.	do	Failure half trip		
Jan. 25, 1886	do	Failure on 7 miles		
Feb. 1, 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 16, 1886.	Windsor Castle	Failure to supply		
Jan. 9, 1886		Failure total		1 08
Nov. 26; Dec. 25, 1885; Jan. 9, 11, 1886.		do		4 64
Jan. 9, 1886	Cocalico	Failure to arrive		
Jan. 11, 1886	do	Failure to depart		1 00
Jan. 14, 1886	Denver	Failure to arrive		
Jan. 5, 9; Feb. 5, 1886	Donaldson	Failure to arrive and depart		
Jan. 11, 1886	do	Failure to depart		4 98
Jan. 12, 1886	do	Failure to arrive		
Jan. 12; Feb. 5, 1886	Gratz	Failure to arrive and depart		
Jan. 11, 1886	do	Failure total		1 00
Jan. 9, 1886	Herndon	Failure to depart		
Jan. 11, 1886	do	Failure to arrive		1 56
Feb. 4, 1886	Milton	do		
Feb. 5, 1886	do	Failure to arrive and depart		
Feb. 6, 1886	do	Failure to depart		
Feb. 4, 1886	Ellendale	do		1 48
Feb. 5, 1886	do	Failure to arrive and depart		
Feb. 6, 1886	do	Failure to arrive 6 times a week service.		
Feb. 3, 1886	do	Failure total		
Mar. 31, 1886	Green Sulphur Springs.	Failure to arrive and depart		1 98
Jan. 9, 12, 16; Feb. 6, 1886		Failure round trips		
Mar. 8, 12, 15, 29, 1886		Failure on 13 miles		7 96
Jan. 14, 1886		Failure on 11 miles		1 08
Jan. 11, 15, 1886		Failure round trips		6 24
Jan. 9, 1886		Failure 5 miles		
Jan. 11, 1886		Failure 15 miles		
Jan. 12, 13; Mar. 31, 1886		Failure 9 miles		
Jan. 14, 15, 16, 1886		Failure 8 miles		
Mar. 30, 1886		Failure 15 miles		
Jan. 4, 1886		Failure 2½ miles		23 74
Jan. 5, 15, 16, 18, 20; Feb. 5, 6; Mar. 30, 1886.		Failure 9½ miles		
Jan. 11, 12, 13, 14, 21; Mar. 30, 1886.		Failure 14½ miles		
Jan. 19, 1886		Failure 6½ miles (14½ miles)		
Jan. 4; Feb. 11, 1886		Failure on 11 miles		
Jan. 11, 1886		Failure on 13⅜ miles		4 44
Feb. 4, 1886		Failure round trip		
Jan. 13, 1886	Waverly	Failure to arrive and depart		
Jan. 11; Mar. 30, 1886	do	Failure on 37 miles		
Jan. 4, 8, 22, 1886	Linden	Failure to arrive and depart		27 10
Feb. 12, 1886	do	Failure to arrive		
Feb. 3, 5, 1886	do	Failure round trips		
Feb. 4, 1886		Failure round trip		2 78
Jan. 4, 5, 1886	Rushford	Failure on 25½ miles one way		
Jan. 8, 9, 1886	do	Failure on 16½ miles		
Jan. 13, 18, 22; Feb. 1, 1886	do	Failure to arrive		18 20
Jan. 14, 19, 23; Feb. 2, 1886	do	Failure to depart		
Jan. 12, 19, 23; Feb. 4, 1886	Canton	Failure to arrive		
Jan. 11, 18, 22; Feb. 3, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order	No. of route.	Termidi of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 29	26106	Rushford to Winona	Minn	H. C. Howe	$130 00	$0 41
	26106	....do	Minn	....do		
	26106	....do	Minn	....do		
	26106	....do	Minn	....do		
	26124	Wells to Homedale	Minn	B. W. Beedy	513 28	1 64
	26124	....do	Minn	....do	35 93	
	26124	....do	Miun	....do		
	26124	....do	Minn	....do		
	26124	....do	Minn	....do		
	27324	Adair to Guthrie Center	Iowa	J. D. Frier	769 00	1 22
	27527	Humboldt to Gilmore	Iowa	E. M. Hardin	240 00	76
	27550	Cromwell to Center to Spencer	Iowa	B. W. Beedy	233 00	74
	29173	Atkins to Garfield	Ark	J. R. Martin	177 78	85
	29173	....do	Ark	....do		
	29173	....do	Ark	....do		
	29174	Appleton to Dover	Ark	J. H. Bartlett	137 33	65
	29176	Clarksville to Mount Judea	Ark	V. Boreing	738 32	3 54
	29176	....do	Ark	....do		
	29176	....do	Ark	....do		
	29176	....do	Ark	....do		
	29179	Eureka Springs to Cassville	Ark	....do	417 37	2 00
	29179	....do	Ark	....do		
	29180	Radical to Galena	Ark	J. H. McCallie	115 49	1 10
	29182	Springdale to Bloomfield	Ark	W. Wilson	476 13	78
						37
	29182	....do	Ark	....do		
	29182	....do	Ark	....do		
	29186	Van Buren to Uniontown	Ark	C. C. Brassfield	224 00	71
	29188	Maysville to Bentonville	Ark	V. Boreing	492 95	1 58
	29188	....do	Ark	....do		
	29188	....do	Ark	....do		
	29188	....do	Ark	....do		
	29190	Carrollton to Fayetteville	Ark	B. W. Beedy	947 00	3 03
	29190	....do	Ark	....do		
	29190	....do	Ark	....do		
	29190	....do	Ark	....do		
	29191	Springdale to Siloam Springs	Ark	B. Magoffin	891 75	1 42
	29191	....do	Ark	....do		
	29191	....do	Ark	....do		
	29191	....do	Ark	....do		
	29196	Fayetteville to Helth	Ark	V. Boreing	281 90	1 35
	29197	Silex to Cabin Creek	Ark	A. E. Boone	168 00	53
	29198	Cincinnati to Farmington	Ark	B. W. Beedy	393 00	1 25
	29198	....do	Ark	....do		
	29199	Boonsborough to Fayetteville	Ark	V. Boreing	517 00	82
	29199	....do	Ark	....do		
	29200	Rover to Mount Ida	Ark	B. W. Beedy	298 00	2 86
	29200	....do	Ark	....do		
	29201	Natural Dam to Fayetteville	Ark	....do	547 00	2 62
	29203	Atkins to Carden's Bottom	Ark	C. R. Diver	160 00	76

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 12, 19, 1886	Rushford	Failure to arrive		
Jan. 4, 11, 18, 1886	do	Failure to depart	.....	$2 46
Jan. 4, 11, 22, 1886	Winona	Failure to arrive		
Jan. 5, 12, 23, 1886	do	Failure to depart		
Jan. 5, 7, 9, 23, 1886	Wells	Failure to arrive		
Jan. 4, 8, 13, 22, 1886	do	Failure to depart		
do	Homedale	Failure to arrive	$3 00	13 12
Jan. 5–9, 14, 23, 1886	do	Failure to depart		
In first quarter	Kinster	Failure to supply 17 times		
.....	.....	The deduction made April 10, 1886, should be $13.08 instead of $10.64, an omission occurring in failing to deduct $2.44 for a total failure January 4, 1886.	.....	2 44
.....	.....	The deduction of $1.26, ordered April 14, 1886, having been made on the assumption that the pay per annum was $132.40 instead of $240, a further deduction is necessary that the total deduction may be equal to the amount of the service lost, therefore deduct	.....	1 02
.....	.....	The deduction of $1.20, ordered April 14, 1886, having been made on the assumption that the pay per annum was $190 instead of $233, a further deduction is necessary that the total deduction may be equal to the amount of the service lost, therefore deduct	.....	28
Jan. 9, Feb. 3, 6, 1886	Atkins	Failure to arrive and depart		
do	Garfield	do	.....	6 97
Feb. 27; Mar. 31, 1886	.....	Failure on 11 miles		
Feb. 3, 1886	.....	Failure total	.....	1 30
Feb. 4, 1886	Clarksville	Failure to arrive		
Feb. 5, 1886	do	Failure to depart		
Jan. 9, 1886	Mount Judea	Failure on 17½ miles	.....	12 52
Feb. 3, 6, 1886	do	Failure to arrive and depart		
Feb. 5, 1886	Eureka Springs	do		
Jan. 9; Feb. 2, 1886	Cassville	do	.....	8 00
Jan. 15; Feb. 12, 1886	.....	Failure total	.....	4 40
Feb. 2, 4, 1886	Springdale	Failure to arrive and depart (three times a week).		
Jan. 8; Feb. 2, 4, 1886	Bloomfield	Failure to arrive and depart	.....	2 85
Feb. 5, 1886	do	Failure to arrive, six times a week service.		
Jan. 15, 1886	.....	Failure total	.....	1 42
Jan. 8; Feb. 3, 5, 1886	Maysville	Failure to arrive		
Jan. 9; Feb. 4, 6, 1886	do	Failure to depart	.....	7 90
Feb. 24, 1886	Bentonville	Failure to arrive		
Feb. 3, 5, 1886	do	Failure to depart		
Feb. 3, 1886	Carrollton	Failure to arrive		
Feb. 4, 1886	do	Failure to depart	.....	4 54
Feb. 3, 1886	Fayetteville	Failure to arrive		
Feb. 2, 3, 5, 1886	Springdale	do		
Feb. 2, 3, 4, 6, 1886	do	Failure to depart	.....	8 52
Feb. 2, 3, 4, 1886	Siloam Springs	Failure to arrive		
Feb. 3, 4, 1886	do	Failure to depart		
Jan. 8, 1886	Fayetteville	Failure on 26 miles	.....	2 44
Feb. 3, 1886	.....	Failure total	.....	1 06
Feb. 2, 1886	Farmington	Failure to arrive		
Feb. 3, 1886	do	Failure to depart	.....	1 25
Feb. 2, 3, 1886	Boonsborough	Failure to arrive and depart		
Feb. 2, 1886	Fayetteville	do	.....	2 46
Jan. 8, 1886	Mount Ida	Failure on 13 miles		
Feb. 5, 12; Mar. 5, 12, 1886	do	Failure to arrive and depart	.....	13 21
Feb. 5, 1886	.....	Failure total	.....	5 24
Jan. 8, 15; Feb. 5, 1886	Carden's Bottom	Failure on 4 miles	.....	2 02

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 29	29204	Dardanelle to Danville	Ark	J. W. Briggs	$642 32	$1 02
	29204	....do	Ark	....do		
	29204	....do	Ark	....do		
	29204	....do	Ark	....do		
	29204	....do	Ark	....do		
	30157	Welsh to Oaklin	Tex	S. G. Cabell	400 00	1 92
					507 69	2 44
	31881	Cameron to Wilderville	Tex	G. D. Jackson	260 00	2 50
	31939	Cameron to Davilla	Nebr	Joe Cummings	312 00	1 00
	31939	....do	Nebr	....do		
	34192	Plum Creek to Arnold	Nebr	L. Wambsgans	1,291 09	
	34245	Madison to Burnett	Nebr	B. W. Beedy	479 25	1 53
	34245	....do	Nebr	....do		
	34245	....do	Nebr	....do		
	34245	....do	Nebr	....do		
	34246	Madison to Albion	Nebr	B. Jones	650 43	2 08
	34246	....do	Nebr	....do		
	34248	Creston to Columbus	Nebr	M. B. Cheney	370 00	1 18
	34248	....do	Nebr	....do		
	34250	Platte Centre to Oakdale	Nebr	W. A. Stoddard	870 00	2 78
	34250	....do	Nebr	....do		
	34251	Dorrance to Postville	Nebr	B. Magoffin	220 00	70
	34251	....do	Nebr	....do		
	34255	Fullerton to Saint Paul	Nebr	B. Jones	415 86	1 33
	34255	....do	Nebr	....do		
	34255	....do	Nebr	....do		
	34255	....do	Nebr	....do		
	34258	Albion to Scotia	Nebr	B. Magoffin	990 00	3 17
	34258	....do	Nebr	....do		
	34258	....do	Nebr	....do		
	34258	....do	Nebr	....do		
	34259	Neoma to Albion	Nebr	....do	160 00	76
	34260	Cedar Rapids to O'Connor	Nebr	B. W. Beedy	190 00	91
	34260	....do	Nebr	....do		
	34260	....do	Nebr	....do		
	34266	O'Neill to Niobrara	Nebr	W. A. Stoddard	790 84	2 53
	34266	....do	Nebr	....do		
	34268	O'Neill to Lavinia	Nebr	M. B. Cheney	649 23	2 08
	34268	....do	Nebr	....do		
	34298	....do	Nebr	....do		
	34268	....do	Nebr	....do		
	34272	Carnes to Bassett	Nebr	B. W. Beedy	416 40	66
	34272	....do	Nebr	....do		
	34276	Ord to Strohl	Nebr	B. Magoffin	693 00	3 33
	34277	North Loup to New Helena	Nebr	....do	980 00	2 50
	34277	....do	Nebr	....do		96
	34277	....do	Nebr	....do		
	34277	....do	Nebr	....do		
	34280	O'Connor to Carner	Nebr	W. A. Stoddard	430 00	2 06

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9; Feb. 3, 5, 1886	Dardanelle	Failure to arrive and depart		
Feb. 2, 1886	do	Failure on 9 miles		
Jan. 9; Feb. 3, 4, 1886	Danville	Failure to arrive and depart	.....	$8 01
Feb. 5, 1886	do	Failure to arrive		
Feb. 6, 1886	do	Failure to depart		
Jan. 11, 1886		Failure total	.....	3 84
.....	.....	A deduction ordered April 23, 1886, of $4.80 should be $5, the annual pay having been erroneously stated as $250, instead of $260; a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore deduct	.....	20
Mar. 3, 1886	Davilla	Failure to depart	.....	1 00
Mar. 4, 1886	do	Failure to arrive		
.....	.....	Whereas the deduction order April 23, 1886, was based on the distance of 57 miles, three times a week service, and 30¾ miles two times a week service, instead of 60½ and 27¼, respectively, as shown by distance circular since received, a further deduction is necessary in order that the total deduction may be equal to the value of the service lost; therefore deduct	.....	28
Jan. 4, 8, 13; Mar. 5, 10-29, 31, 1886.	Madison	Failure to arrive		
Jan. 5, 7, 9; Mar. 6, 9, 27, 1886	do	Failure to depart	.....	18 36
Jan. 5, 7, 9; Mar. 9, 27, 1886	Burnett	Failure to arrive		
Jan. 6, 8, 13; Mar. 10, 31, 1886	do	Failure to depart		
Mar. 6, 13, 1886	Madison	Failure to arrive and depart	.....	12 48
Mar. 3, 5, 12, 29, 1886	Albion	do		
Jan. 5, 7, 9; Mar. 20, 1886	Creston	do		
Jan. 5, 7, 9; Mar. 6, 9, 13, 20, 1886.	Columbus	do	.....	12 98
Jan. 4, 22, 1886	Platte Centre	do	.....	11 12
Jan. 7, 9, 1886	Oakdale	do		
Jan. 14, 1886	Dorrance	do	.....	3 50
Jan. 7, 9; Mar. 4, 11, 1886	Postville	do		
Jan. 7; Mar. 6, 13, 20, 1886	Fullerton	Failure to arrive		
Jan. 8; Mar. 5, 12, 17, 19, 1886	do	Failure to depart		
Jan. 8, 15; Mar. 5, 12, 15, 17, 19, 22, 24, 26, 1886.	Saint Paul	Failure to arrive	.....	19 95
Jan. 9, 16; Mar. 6, 11, 13, 16, 18, 20, 23, 25, 27, 1886.	do	Failure to depart		
Jan. 4, 8; Mar. 3, 5, 12, 29, 1886.	Albion	Failure to arrive		
Jan. 5, 7; Mar. 4, 6, 13, 30, 1886.	do	Failure to depart	.....	36 45
Jan. 7; Mar. 4, 6, 13, 30, 1886	Scotia	Failure to arrive		
Jan. 4, 8; Mar. 3, 5, 12, 29, 1886.	do	Failure to depart		
Mar. 27, 1886	.....	Failure total	.....	1 52
Jan. 13; Mar. 2, 1886	Cedar Rapids	Failure to arrive		
Mar. 2, 1886	do	Failure to depart	.....	3 18
Jan. 9; Mar. 6, 1886	O'Connor	Failure to arrive and depart		
Mar. 29, 1886	O'Neill	do	.....	10 12
Jan. 7, 16; Mar. 27, 1886	Niobrara	do		
Mar. 30, 1886	O'Neill	Failure to arrive		
Mar. 29, 1886	do	Failure to depart	.....	5 22
Mar. 29, 31, 1886	Lavinia	Failure to arrive		
Mar. 30, 1886	do	Failure to depart		
Mar. 26, 27, 1886	Carnes	Failure to arrive and depart	.....	3 30
Jan. 7; Mar. 26, 27, 1886	Bassett	do		
Jan. 7, 8, 1886	.....	Failure total	.....	6 66
Jan. 5, 9, 1886	North Loup	Failure to arrive		
Jan. 4, 8, 1886	do	Failure to depart, three times a week service.	.....	10 60
do	Walworth	Failure to arrive		
Jan. 5, 9, 1886	do	Failure to depart, three times a week service.		
Jan. 8, 9; Mar. 5, 6, 1886	.....	Failure total	.....	8 24

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. Apr. 29	34281	North Loup to Arcadia	Nebr	M. A. Thompson	$283 34	$1 36
	34281	do	Nebr	do		
	34282	North Loup to Willow Springs.	Nebr	B. Magoffin	753 01	1 20
	34284	Saint Paul to O'Connor	Nebr	J. C. Fleming	325 06	1 04
	34284	do	Nebr	do		
	34284	do	Nebr	do		
	34284	do	Nebr	do		
	34286	Saint Paul to Loup City	Nebr	M. A. Thompson	680 00	2 17
	34286	do	Nebr	do		
	34286	do	Nebr	do		
	34289	Loup City to Westerville	Nebr	M. B. Cheney	492 00	1 57
	34289	do	Nebr	do		
	34289	do	Nebr	do		
	34292	Paris to Gibbon	Nebr	W. H. Smith	418 70	2 00
	34297	Cottonwood Springs to Indianola.	Nebr	B. W. Beedy	996 71	2 52 1 50
	34297	do	Nebr	do		
	34297	do	Nebr	do		
	34297	do	Nebr	do		
	34300	Wolf Creek to Burchard	Nebr	M. A. Thompson	88 00	42
	34301	Marquette to Howard	Nebr	B. W. Beedy	349 00	1 67
	34301	do	Nebr	do		
	34301	do	Nebr	do		
	34301	do	Nebr	do		
	34302	Hastings to Alvin	Nebr	M. A. Thompson	180 00	1 73
	34309	North Auburn to Auburn	Nebr	W. H. Smith	411 00	22
	34309	do	Nebr	do		
	34311	Cambridge to Devizes	Nebr	R. Ritter	410 59	1 31
	34412	Hartford to Taopi	Dak	A. B. Jones	386 66	1 23
	46236	Angel's Camp to Sonora	Cal	R. B. Thomas	691 00	1 10
	46242	Milton to Sonora	Cal	J. W. Moore	1,065 00	1 69
	46268	Madera to Fresno Flat	Cal	I. B. Camphausen	945 26	3 02
	46268	do	Cal	do		
	46278	do	Cal	do		
	46271	Fresno City to Toll House	Cal	C. A. Stevens	425 00	2 04
	46272	Fresno City to White's Bridge.	Cal	do	320 00	3 07
	46281	Hollister to San Juan	Cal	V. H. Pease	430 00	68
	46286	Santa Cruz to Pascadero	Cal	A. Taft	586 67	2 82
	46290	Redwood City to La Honda	Cal	P. P. Chamberlin	400 00	1 28
	46299	San Miguel to Parkfield	Cal	C. H. Cotter	806 90	3 87
	46299	do	Cal	do		
	46299	do	Cal	do		
	46299	do	Cal	do		
	46306	Visalia to Camp Badger	Cal	A. E. Boone	672 05	3 23
	46313	Bodie to Lundy	Cal	do	670 58	1 96
	46313	do	Cal	do		
	46313	do	Cal	do		
	46313	do	Cal	do		
	46318	San Buenaventura to Hueneme	Cal	V. H. Pease	875 00	1 20
	46319	San Buenaventura to Los Angeles.	Cal	A. L. Seely	1,695 00	3 62
	46319	do	Cal	do		
	46319	do	Cal	do		
	46319	do	Cal	do		
	46319	do	Cal	do		
	46319	do	Cal	do		
	46320	San Buenaventura to Nordhoff.	Cal	W. S. McKee	312 00	49
	46320	do	Cal	do		
	46334	San Diego to Campo	Cal	D. C. Stevens	746 09	3 58
	46334	do	Cal	do		
	46334	do	Cal	do		
	46334	do	Cal	do		
	46334	do	Cal	do		
	46334	do	Cal	do		
	46334	do	Cal	do		
	46334	do	Cal	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 16, 20, 23, 27, 1886	North Loup	Failure to arrive and depart		$8 16
Mar. 16, 27, 1886	Arcadia	....do	.....	
Mar. 17, 1886	Willow Springs	Failure to arrive and depart	.....	1 20
Jan. 7; Mar. 4, 16, 18, 23, 25, 1886.	Saint Paul	Failure to arrive		
Jan. 6; Mar. 3, 15, 17, 19, 22, 24, 26, 1886.	....do	Failure to depart	.....	15 60
.....do	O'Connor	Failure to arrive		
Jan. 7; Mar. 4, 16, 18, 20, 23, 25, 1886.	...do	Failure to depart		
Jan. 7, 1886	Saint Paul	Failure to arrive		
Jan. 6, 1886	Loup City	.....do	.....	3 25
Jan. 7, 1886	....do	Failure to depart		
Mar. 6, 16, 23, 1886	....do	Failure to arrive		
Mar. 8, 17, 31, 1886	....do	Failure to depart	.....	5 49
Mar. 31, 1886	Westerville	Failure to arrive		
Mar. 5, 1886	Paris	Failure to arrive and depart	.....	2 00
Jan. 19; Feb. 2, 6, 1886	Cottonwood Springs.	Failure to arrive		
Jan. 20; Feb. 3, 10, 1886	....do	Failure to depart, 2 t. a. w. s	.....	10 08
Jan. 19, 1886	Stockville	Failure to arrive		
Jan. 16, 1886	....do	Failure to depart 2 a. w. s		
Jan. 2, 9, 1886	.....	Failure total	.....	1 68
Jan. 4, 8, 11, 18, 22, 29; Mar. 5, 29, 1886.	Marquette	Failure to arrive		
Jan. 5, 9, 12, 19, 23, 31; Mar. 6, 30, 1886.	....do	Failure to depart		
Jan. 5, 9, 19, 23, 31; Feb. 6, 9; Mar. 6, 30, 1886.	Harvard	Failure to arrive	.....	27 55
Jan. 4, 8, 18, 22, 29; Feb. 9; Mar. 5, 29, 1886.	....do	Failure to depart		
Jan. 8, 1886	.....	Failure total	.....	3 46
Jan. 19, 1886	Auburn	Failure to take mail to train	$2 00	
Jan. 30, 1886	North Auburn	Failure to connect		.....
Jan 2; Mar. 27, 1886	.....	Failure total	.....	5 24
Mar. 31, 1886	.....	.....do	.....	2 46
Jan. 25, 1886	.....	Failure on 9 miles	.....	1 24
.....	.....	Mail pouch lost off stage and picked up by a traveler and turned in to the Copperopolis post-office, where it was delayed 24 hours, March 15.	5 00	.....
Jan. 24, 1886	Madera	Failure to arrive		
Jan. 25, 1886	....do	Failure to depart	.....	4 53
Jan. 31, 1886	Fresno Flats	.....do		
Jan. 25,27, 1886	.....	Failure 1 round trip	.....	4 08
Jan. 25, 26, 1886	.....	.....do	.....	6 14
Jan. 20, 21, 23, 25, 26,27,28, 1886	.....	Failure round trips	.....	9 52
Jan. 25, 26, 1886	.....	Failure on 25 miles	.....	3 62
Jan. 20, 21, 1886	La Honda	Failure on 10 miles	.....	1 31
Jan. 20, 23, 1886	San Miguel	Failure to arrive		
Jan. 19, 1886	....do	Failure to depart	.....	9 67
.....do	Parkfield	Failure to arrive		
Jan. 20, 1886	....do	Failure to depart		
Jan. 25, 26, 1886	.....	Failure round trip	.....	6 46
Jan. 19, 23; Mar. 11, 1886	Bodie	Failure to arrive		
Jan. 20, 29, 1886	....do	Failure to depart	.....	10 78
Jan. 20, 27, 1886	Lundy	Failure to arrive		
Jan. 21, 26, 30; Mar. 11, 1886	....do	Failure to depart		
Jan. 19, 20, 21, 1886	.....	Failure on 7¼ miles	.....	3 42
Jan. 18, 1886	.....	Failure on 39 miles		
Jan. 19, 1886	.....	Failure on 58 miles	.....	11 20
Jan. 20, 1886	.....	Failure on 74 miles		
Jan. 21, 1886	.....	Failure on 58 miles, all 1 way		
Jan. 19, 1886	.....	Failure on 8 miles	.....	1 50
Jan. 21, 1886	.....	Failure round trip		
Jan. 19, 20, 1886	.....	.....do		
Jan. 8, 9, 1886	.....	Failure on 33 miles		
Mar. 2, 3, 1886	.....	Failure on 35 miles		
Mar. 13, 1886	San Diego	Failure to arrive		
Mar. 12, 1886	....do	Failure to depart	5 00	27 84
Mar. 16, 30, 1886	Campo	Failure to arrive		
Mar. 17, 31, 1886	....do	Failure to depart		
.....	.....	Carrier intrusts the mail in hands of his children less than 10 years of age.		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 29	46335	San Diego to Julian	Cal	F. B. Fravy	$1,236 00	$3 95
	46335	do	Cal	do		
	46335	do	Cal	do		
	46335	do	Cal	do		
	46335	do	Cal	do		
	46336	San Diego to Temecula	Cal	S. W. Hackett	1,790 15	5 73
	46386	do	Cal	do		
	46336	do	Cal	do		
		MAIL-MESSENGER SERVICE.				
	85161	New Trenton to railroad	Ind	F. T. Ranch	60 00	10
	90066	Helenville to railroad	Wis	G. Bohn	80 00	13
	89155	Pavilion to railroad	Mich	W. H. Boughton	90 00	
	89155	do	Mich	do	90 00	
	90127	Okee to railroad	Wis	C. A. Godfrey	48 00	08
	90150	Royalton to railroad	Wis	J. Reed	70 00	11
	91018	Clinton Falls to railroad	Minn	A. Sansom	60 00	10
	91035	Fridley to railroad	Minn	C. M. Locke	52 00	14
	92085	Floyd to railroad	Iowa	M. V. Nichols	231 00	31
	92101	Harveyville to railroad	Iowa	W. T. Morgan	84 00	13
	92165	Norwalk to railroad	Iowa	D. Stoltz	75 00	12
	92195	Rolfe to railroad	Iowa	J. Hartman	115 00	18
	92196	Rousseau to railroad	Iowa	Z. C. Topping	72 00	23
	92221	Boyceville to railroad	Wis	J. Sly	72 00	
	92228	Wayne to railroad	Iowa	F. I. Smith	75 00	12
	92251	Superior to railroad	Iowa	W. F. Gardner	75 00	12
	92281	Fierce to railroad	Iowa	C. Fierce	75 00	24
	92284	Leando to railroad	Iowa	D. B. Springer	125 00	20
		RAILROAD SERVICE.				
	7029	Whiting to Atsion	N. J	P. & R. R. R. Co	1,046 09	1 67
	7031	Atsion to Bridgeton	N. J	do	1,616 37	2 58
	7031	do	N. J	do		
	7039	Woodbury to Penn's Grove	N. J	Del. River R. R	896 46	1 43
	7052	Greycourt to Belvidere	N. J	L. & H. R. R. R	2,925 33	4 67
	7052	do	N. J	do		
	7061	Anglesea Junction to Anglesea	N. J	Anglesea R. R	224 43	35
	7061	do	N. J	do		
	8013	Pottsville to Herndon	Pa	P. & R. Rwy	5,139 47	8 21
	8014	Port Clinton to Williamsport	Pa	do	6,679 67	10 67
	8041	Pittsburgh to Oil City	Pa	A. Valley Rwy	18,255 09	29 16
						9 72
	8041	do	Pa	do		
	8065	Corning to Antrim	Pa	Fall Brook Coal Co	5,276 46	8 42
	8065	do	Pa	do		
	23003	Chicago to U. P. Transfer	Pa	C. & N. W. Rwy (R. P. O. Cars).	91,201 46	145 68
						72 84
					27,751 80	
	23003	do	Ill	do	28,286 80	
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		
	23003	do	Ill	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 19, 23; Mar. 6, 16, 1886	San Diego	Failure to arrive		
Jan. 18, 22; Mar. 5, 12, 1886	do	Failure to depart		
Jan. 18; Feb. 12, 19, 1886	Julian	Failure to arrive	.....	$31 20
Jan. 19; Feb. 13, 20, 1886	do	Failure to depart		
Mar. 1, 2, 1886	.....	Failure on 48½ miles		
Jan. 18, 19, 20, 21; Mar. 1, 2, 3, 4, 1886.	.....	Failure on 63½ miles		
Mar. 11, 1886	San Diego	Failure to arrive	.....	47 61
Mar. 12, 1886	do	Failure to depart		
Feb. 2, 1886	On the route	Failure 1 trip	.....	10 10
In first quarter, 1886	do	do	.....	13
Apr. 1 to 10, 1886	do	Service performed by R. R. Co.	.....	2 47
In first quarter, 1886	do	do	.....	22 50
do	do	Failure 1 trip	.....	08
do	do	Failure 2 trips	.....	22
do	do	Failure 3 trips	.....	30
Jan. 17, 18, 1886	do	Failure to connect	.....	28
In first quarter, 1886	do	Failure 7 trips	.....	2 17
do	do	Failure 8 trips	.....	1 04
do	do	Failure 24 trips	.....	2 88
do	do	Failure 1 trip	.....	18
do	do	do	.....	23
Mar. 16 to 31, 1886	do	Failure to perform service	.....	3 20
In first quarter, 1886	do	Failure 1 trip	.....	12
do	do	Failure 12 trips	.....	1 44
do	do	Failure 24 trips	.....	5 76
do	do	Failure 2 trips	.....	40
Feb. 4, 5, 12, 1886	.....	Failure round trips	.....	10 02
do	Atsion	Failure to arrive and depart	.....	15 48
Feb. 4, 5, 11, 1886	Bridgeton	do		
Feb. 5, 1886	.....	Failure half trip	.....	1 43
Jan. 13, 1886	Belvidere	Failure to arrive and depart	$2 00	4 67
Feb. 10, 1886	do	Failure to connect		
Jan. 9; Feb. 4, 5, 11, 12, 1886	.....	Failure round trip	.....	4 55
Feb. 3, 6, 10, 1886	.....	Failure half trip		
Mar. 4, 1886	Herndon	Failure to connect	4 00	.....
Jan. 4, 1886	Port Clinton	Failure to arrive	.....	5 33
Jan. 9, 1886	Pittsburgh	Train No. 6 failed to connect with depending mails.	9 50	.....
Jan. 23, 1886	do	Train No. 2 failed to connect with depending mails.		
Jan. 4, 1886	Corning	Failure to arrive	.....	8 42
Jan. 5, 1886	Antrim	Failure to depart		
Jan. 14, 15, 21, 23, 27, 29; Feb. 2, 3, 5, 13; Mar. 5, 12, 29, 1886.	Chicago	Train No. 4 failed to connect with depending mails.	947 00	.....
Jan. 21, 27, 29, 31; Feb. 2, 3, 10; Mar. 4, 10, 19, 20, 21, 27, 1886.	do	Train No. 6 failed to connect with depending mails.		
Jan. 4, 1886	U. P. Transfer	Failure to arrive	.....	364 20
Jan. 8, 9, 1886	do	Failure to arrive and depart		
Jan. 4, 7, 1886	Between Dunlap and Cedar Rapids.	Train No. 4 failed to run R. P. O. cars (221.50 miles).		
Jan. 8, 21, 1886	Between Council Bluffs and Cedar Rapids.	Train No. 4 failed to run R. P. O. cars (269 miles).		
.....	Between Dunlap and Council Bluffs.	Train No. 4 failed to run R. P. O. cars (47.5 miles).		
Jan. 9, 1886	Between Marshalltown and Carroll	Train No. 4 failed to run R. P. O. cars (107 miles).		
Jan. 10, 1886	Between Cedar Rapids and Grand Junction.	Train No. 4 failed to run R. P. O. cars (143.30 miles).		
Jan. 23, 1886	Between Boone and Council Bluffs.	Train No. 4 failed to run R. P. O. cars (148.10 miles).		
Jan. 7, 21, 1886	do	Train No. 3 failed to run R. P. O. cars (148.10 miles).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half pay.
		RAILROAD SERVICE—continued.				
1886. Apr. 29	23003	Chicago to U. P Transfer.....	Ill	C. & N. W. Rwy (R. P. O. cars).	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23003	.....do	Ill	.....do	.....	.....
	23006	Sidell to Olney	Ill	D. O. & O. River	$3,697 45	$5 90
	23006	.....do	Ill	.....do	.....	.....
	23006	.....do	Ill	.....do	.....	.....
	23017	Chicago to East Saint Louis....	Ill	C. & A. Rwy.....	66,111 50	90 56 36 22
	23017	.....do	Ill	.....do	.....	.....
	23017	.....do	Ill	.....do	.....	.....
	23017	.....do	Ill	.....do	.....	.....
	23019	Washington to Dwight.....	Ill	.....do	3,117 53	4 98
	23019	.....do	Ill	.....do	.....	.....
	23024	Peoria to Evansville.....	Ill	P. D. & E. Rwy.....	13,884 44	22 17
	23024	.....do	Ill	.....do	.....	.....
	23029	Champaign to Havana.....	Ill	A. J. Thomas, receiver	5,617 47	.....
	23030	East Saint Louis to El Dorado.	Ill	Saint L., A. & T. H. Rwy.	15,498 21	21 23
		Remissions.				
	6997	New York railroad depots and stations.	N. Y ... A. B. C.	W. H. Wolverton & Co.	105,000 00	.....
	14204	Branchville to Varnville.....	S. C....	E. W. & M. E. Carter..	400 00	1 92
	14267	Port Harelson to Fair Bluff.....	S. C....	E. T. Clemmons.....	1,371 00	2 18
	21531	Whipple to Masterton.....	Ohio ...	J. R. Tupper.....	211 00	1 01
	21560	Powhatan Point to Powhatan Point.	Ohio ...	William Stone.....	200 00	64
	23365	Pittsfield to Pleasant Hill.....	Ill	W. B. Catching.....	425 00	67
	26164	Rochester to Spring Valley.....	Minn ..	C. Broxholm.....	589 85	2 83
	27591	Osage to Stacyville.....	Iowa...	J. D. Frier.....	469 00	74

their pay, and fines and forfeitures remitted—Continued.

Date of delinqency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 1886	Between State Centre and Council Bluffs.	Train No. 5 failed to run R. P. O. cars (185.50 miles).		
Jan. 9, 1886	Between Marshalltown and Council Bluffs.	Train No. 5 failed to run R. P. O. cars (199.80 miles).	.....	$136 07
Jan. 22, 1886	Between State Centre and Carroll.	Train No. 5 failed to run R. P. O. cars (92.7 miles).		
Jan. 7, 1886	Between Carroll and Cedar Rapids.	Train No. 6 failed to run R. P. O. cars (176.20 miles).		
Jan. 8, 1886	Between Council Bluffs and Cedar Rapids.	Train No. 6 failed to run R. P. O. cars (269 miles).		
Jan. 9, 1886	Between Boone and Council Bluffs.	Train No. 6 failed to run R.P. O. cars (148 10 miles).		
Jan. 10, 1886	Between Missouri Valley and Union Pacific Transfer.	Train No. 6 failed to run R. P. O. cars (22.8 miles).		
Jan. 11, 1886	Between Council Bluffs and Missouri Valley.	Train No. 6 failed to run R. P. O. cars (21.4 miles).		
Jan. 21, 22, 1886	Between Carroll and Cedar Rapids.	Train No. 6 failed to run R. P. O. cars (176.20 miles).		
Jan. 23, 1886	Between Cedar Rapids and Chicago.	Train No. 6 failed to run R. P. O. cars (216.32 miles).		
Jan. 9, 1886	Sidell	Failure to arrive	.....	11 80
Jan. 9, 11, 1886	Olney	....do		
Jan. 12, 1886	....do	Failure to depart		
Mar. 1, 1886	Chicago	Train No. 1 failed to connect with depending mails.		
Jan. 25; Feb. 2, 3, 27, 1886	....do	Train No. 3 failed to connect with depending mails.	$308 00	.....
Jan. 12, 15, 21; Feb. 12; Mar. 4, 1886.	....do	Train No. 2 failed to connect with depending mails.		
Jan. 8, 9, 23; Feb. 2, 4, 6; Mar. 26, 1886.	....do	Train No. 4 failed to connect with depending mails.		
Jan. 22, 1886	Washington	Failure to arrive	.....	4 98
Jan. 23, 1886	....do	Failure to depart		
Jan. 11, 19, 1886	Peoria	Failure to connect	33 25	.....
Jan. 19, 1886	Evansville	....do		
Mar. 12, 1886	Champaign	For negligence on the part of the company's messenger in failing to call for and dispatch the 4.35 p. m. mail.	2 00	.....
Jan. 8, 9, 1886	East Saint Louis	Train No. 4 failed to connect with depending mails.	21 00	.....

Remit $272 22 of the fine noted in report for week ended October 24, 1885, it having been shown that the majority of the delays and irregularities during the quarter were unavoidable.

Remit 62 of the deduction noted in report for April 24, 1886, it having been shown that the route is 49 instead of 44 miles in length, and that as the (distance) deduction was made on the latter distance to the amount of 62 cents, which should therefore be remitted.

Remit 35 of the deduction noted in report for April 24, 1886, it having been shown that the length of the route is 54 instead of 53 miles, and that, as the deduction was made on the latter, distance, it is excessive to the amount of 35 cents, which should be remitted.

Remit 68 of the deduction noted in report for April 23, 1886, service over this route being three times a week instead of twice a week as stated in this case.

Remit 21 of the deduction noted in report for April 23, 1886, it having been shown that the pay on this route is $178.58 instead of $200 as stated.

Remit 1 34 the amount of the deduction noted in report for April 12, 1886, it having been shown that the postmaster made an error in reporting a failure Jan. 9, 1886, and that no failure actually occurred.

Remit 12 69 of the deduction noted in report for April 20, 1886, it having been shown that the (deduction) amount of a half trip is $.139 instead of $2.83, thus making the deduction only $25.51.

Remit 19 of the deduction noted in report for April 15, 1886, it having been shown by an order made April 20, 1886, restating this route from July 1, 1883, as follows: From Osage to Stacyville, 12½ miles, 6 times a week, with side supply to Little Cedar, 3½ miles, Tuesdays and Fridays, both ways. The statement of the case dated April 15, 1886, deducting $2.63, should now read as follows: Failed on 9½ miles one way January 8, on 12½ miles one way January 9, on 11½ miles both ways January 22, making the deduction $2.44 instead of $2.63.

Fines imposded on contraclors ande deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886.						
Apr. 30	10101	Baltimore to Greenwood	Md	J. D. Smith	$420 00	$0 67
	10105	Baltimore to Randallstown	Md	H. S. Jean	400 00	63
	10106	Baltimore to Perry Hall	Md	W. H. Smith	490 00	78
	10109	Parkton to Beckleysville	Md	do	264 00	42
	10110	Whitehall to Gorsuch's Mills	Md	do	249 00	39
	10111	Whitehall to Pylesville	Md	do	648 75	1 03
	10113	Freeland to Grave Run Mills	Md	J. W. Albany	299 75	47
	10113	do	Md	do		
	10113	do	Md	do		
	10113	do	Md	do		
	10113	do	Md	do		
	10115	Gittings to Sunny Brook	Md	W. H. Smith	280 00	44
	10122	Magnolia to Jerusalem Mills	Md	B. W. Beedy	330 00	52
	10123	Magnolia to Fallston	Md	do	370 00	59
	10123	do	Md	do		
	10203	Port Tobbaco to Port Tobacco	Md	T. H. Carpenter	371 00	1 18
	10208	Pomonkey to White Plains	Md	do	240 00	38
	13234	Elk Cross Roads to Shonn's Cross Roads.	N. C	H. N. Woodruff	184 76	88
	13234	do	N. C	do		
	13234	do	N. C	do		
	13235	Elk Cross Roads to Gap Creek	N. C	W. R. Blackburn	47 00	22
	13235	do	N. C	do		
	13235	do	N. C	do		
	13572	Pittsborough to Saxapahaw	N. C	S. D. Castleman	137 00	1 31
	13572	do	N. C	do		
	14222	Green Pond to Waltersborough	S. C	E. T. Clemmons	632 00	54
	15244	Franklin to Carrollton	Ga	I. F. Nance	270 00	1 29
	15449	Bowdon to Waco	S. C	J. W. Pitts	399 00	63
	15467	Carrollton to Temple	S. C	Z. M. Alman	338 00	53
	15467	do	S. C	do		
	15469	Eatonton to Standforville	S. C	H. O. Roop	108 00	51
	19481	Nancy to Newburgh	Tenn	W. Brown	126 75	60
	19481	do	Ky	do		
	20159	West Liberty to Relief	Ky	J. A. Craft	128 00	61
	20159	do	Ky	do		
	20159	do	Ky	do		
	20174	Harlan to Whitesburgh	Ky	do	889 00	1 42
	20174	do	Ky	do		
	20174	do	Ky	do		
	20175	Harlan to Pineville	Ky	William Taylor	597 50	95
	20175	do	Ky	do		
	20176	Harlan to Jonesville	Ky	T. S. Ward	104 00	1 00
	20176	do	Ky	do		
	20177	Harlan to Bailey	Ky	T. S. Wood	308 00	1 48
	20177	do	Ky	do		
	20182	Muldraugh to Hardinsburgh	Ky	J. A. Nichols	1,043 84	1 66
	20194	Owenton to Canby	Ky	J. A. Craft	255 00	81
	20197	Owenton to Sparta	Ky	J. P. Cox	485 00	38
	20197	do	Ky	do		
	20199	Sugar Creek to Elliston	Ky	J. A. Craft	133 00	42
	20200	Lexington to Richmond	Ky	J. E. Mason	461 50	1 48
	20202	Richmond to Irvine	Ky	J. A. Craft	547 00	87
	20202	do	Ky	do		
	20202	do	Ky	do		
	20203	Kingston to McKee	Ky	do	390 00	1 25
	20203	do	Ky	do		
	20204	Irvine to Beattyville	Ky	J. E. Mason	723 00	1 15
	20204	do	Ky	do		
	20204	do	Ky	do		
	20204	do	Ky	do		
	20204	do	Ky	do		
	20204	do	Ky	do		
	20205	East Bernstadt to Booneville	Ky	D. Campbell	885 18	1 41
	20205	do	Ky	do		
	20205	do	Ky	do		
	20205	do	Ky	do		
	20205	do	Ky	do		
	20205	do	Ky	do		
	20205	do	Ky	do		
	20205	do	Ky	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 1886	.....	Failure total	.....	$1 34
Jan. 9, 1886	.....	....do	.....	1 26
Jan. 11; Feb. 4, 1886	.....	....do	.....	3 12
Feb. 4, 5, 1886	.....	....do	.....	1 68
Jan. 9; Feb. 4, 1886	.....	....do	.....	1 56
Jan. 9; Feb. 4, 1886	.....	....do	.....	4 12
Jan. 9, 1886	Freeland	Failure to arrive	}	1 59
Jan. 11, 1886	....do	Failure to depart		
Jan. 9, 1886	Grave Run Mills	....do		
Jan. 11, 1886	....do	Failure to arrive		
Feb. 5, 1886	.....	Failure on 7 miles		
Jan. 11; Feb. 4, 1886	.....	Failure total	.....	1 76
Feb. 5, 11, 1886	.....	....do	.....	2 08
Feb. 4, 1886	.....	....do	}	1 68
Feb. 5, 1886	.....	Failure on 5½ miles		
Feb. 4, 1886	.....	Failure total	.....	2 36
Feb. 4, 13, 1886	.....	....do	.....	1 52
Jan. 11, 1886	.....	Failure round trip	}	2 64
Feb. 5, 1886	Shonn's Cross Roads.	Failure to arrive		
Feb. 6, 1886	....do	Failure to depart		
Jan. 4, 21, 1886	.....	Failure on 3 miles	}	1 06
Jan. 11, 1886	.....	Failure round trip		
Jan. 14, 1886	Gap Creek	Failure to arrive and depart		
Jan. 5, 1886	.....	Failure on 5 miles	}	2 37
Feb. 4, 25, 1886	.....	Failure on 7 miles		
Oct. 16, 31, 1885	.....	Failure 6 trips a week	.....	14 82
Mar. 30, 1886	.....	Failure round trip	.....	2 58
Jan. 16; Mar. 29, 30, 1886	.....	....do	.....	3 78
Mar. 9, 1886	.....	Failure on 10 miles	}	1 70
Mar. 30, 1886	.....	Failure on 12½ miles		
Jan. 4, 11, 25; Mar. 29, 1886	.....	Failure round trip	.....	4 08
Jan. 9, 1886	.....	....do	}	1 44
Jan. 12, 1886	.....	Failure on 3 miles		
Jan. 9, 1886	.....	Failure total	}	2 91
Jan. 16, 1886	West Liberty	Failure to arrive and depart		
Jan. 20; Feb. 6, 1886	.....	Failure on 8 miles		
Feb. 11, 12; Mar. 20, 22, 30, 31, 1886.	Harlan	Failure to arrive and depart	} $4 26	12 78
Feb. 5; Mar. 30, 31, 1886	Whitesburgh	....do		
Feb. 5, 6; Mar. 25, 26, 27, 29, 1886.	Middle of route	Failure to connect		
Mar. 20, 22, 30, 31, 1886	Harlan	Failure to arrive and depart	}	16 15
Jan. 5, 9, 11, 12, 30; Feb. 2, 3, 4, 5, 6, 12; Mar. 30, 31, 1886.	Pineville	....do		
Jan. 15, 1886	.....	Failure total	}	4 00
Feb. 5, 12, 1886	.....	Failure half trips		
Feb. 3, 1886	Bailey	Failure to arrive and depart	}	7 08
Mar. 10, 20, 27, 31, 1886	.....	Failure on 18 miles		
Jan. 9, 11, 1886	.....	Failure round trip	.....	3 32
Jan. 9, 1886	.....	Failure total	.....	1 62
....do	.....	Failure one trip	} 1 00	76
.....	.....	Forgot the mail February 18, and left it at Sparta over night.		
Jan. 9; Feb. 20, 1886	.....	Failure total	.....	1 68
Jan. 9, 11, 12, 13, 1886	.....	....do	.....	5 92
Jan. 9, 11, 1886	Richmond	Failure to arrive and depart	}	5 65
Jan. 9, 11, 18, 22, 1886	Irvine	Failure to arrive		
Jan. 23, 1886	....do	Failure to depart		
Feb. 5, 1886	Kingston	Failure to arrive and depart	}	5 00
Feb. 3, 12; Mar. 31, 1886	McKee	....do		
Jan. 9, 11, 12; Feb. 3, 5, 6, 13; Mar. 31, 1886.	Irvine	....do	}	18 40
Jan. 14, 1886	....do	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart		
Jan. 9, 11, 12; Feb. 3, 16, 1886	Beattyville	Failure to arrive and depart		
Jan. 13; Feb. 4, 1886	....do	Failure to arrive		
Jan. 14; Feb. 5, 1886	....do	Failure to depart		
Jan. 9; Feb. 3, 4, 5, 1886	East Bernstadt	Failure to arrive and depart	}	23 03
Jan. 5, 8, 1886	....do	Failure to arrive		
Feb. 3, 5, 6, 1886	Booneville	Failure to arrive and depart		
Jan. 13, 1886	....do	Failure to arrive		
Jan. 4, 13, 12; Feb. 6, 11, 13; Mar. 20, 27, 1886.	.....	Failure on 11 miles		
Mar. 31, 1886	.....	Failure on 15 miles		
Mar. 30, 1886	.....	Failure on 22 miles		
Feb. 12, 1886	.....	Failure on 24 miles		

Fines imposed upon contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half pay.
		STAR SERVICE—continued.				
1886.						
Apr. 30	20206	Booneville to Manchester	Ky	H. Hogg	$286 00	$1 37
	20206	....do	Ky	....do		
	20206	....do	Ky	....do		
	20206	....do	Ky	....do		
	20207	McKee to East Bernstadt	Ky	Tanner & Hodges	265 00	1 27
	20207	....do	Ky	....do		
	20207	....do	Ky	....do		
	20208	Nicholasville to Lancaster	Ky	W. H. Smith	748 00	1 19
	20208	....do	Ky	....do		
	20208	....do	Ky	....do		
	20208	....do	Ky	....do		
	20211	Lancaster to Buckeye	Ky	J. A. Craft	148 00	47
	20211	....do	Ky	....do		
	20216	Powar's Store to Hustonville	Ky	G. D. Moore	124 99	60
	20217	Dunnville to Yosemite	Ky	J. W. Rice	386 58	61
	20217	....do	Ky	....do		
	20217	....do	Ky	....do		
	20219	Somerset to Cain's Store	Ky	A. Easley	232 45	1 11
	20219	....do	Ky	....do		
	20220	Burnside to Monticello	Ky	J. W. Hall	588 00	93
	20220	....do	Ky	....do		
	20220	....do	Ky	....do		
	20220	....do	Ky	....do		
	20220	....do	Ky	....do		
	20222	Somerset to Line Creek	Ky	J. A. Craft	238 00	76
	20220	....do	Ky	....do		
	20222	....do	Ky	....do		
	20223	Mount Vernon to Somerset	Ky	W. F. Costellow	230 00	1 10
	20223	....do	Ky	....do		
	20223	....do	Ky	....do		
	20224	Somerset to Thompsonville	Ky	J. A. Craft	48 00	46
	20225	London to Rockcastle Springs	Ky	H. Steele	240 00	57
	20230	Lot to Barboursville	Ky	William Petrey	204 50	98
	20230	....do	Ky	....do		
	20230	....do	Ky	....do		
	20230	....do	Ky	....do		
	20231	Monticello to Albany	Ky	T. L. York	770 30	1 23
	20231	....do	Ky	....do		
	20231	....do	Ky	....do		
	20231	....do	Ky	....do		
	20231	....do	Ky	....do		
	20231	....do	Ky	....do		
	20232	Monticello to Parmleyville	Ky	J. A. Craft	148 00	71
	20232	....do	Ky	....do		
	20239	Springfield to Willisburgh	Ky	....do	340 00	54
	20241	Greensburgh to Hudgins	Ky	....do	169 15	81
	20241	....do	Ky	....do		
	20241	....do	Ky	....do		
	20242	Greensburgh to Glasgow	Ky	E. A. Bradford	495 00	1 58
	20242	....do	Ky	....do		
	20242	....do	Ky	....do		
	20242	....do	Ky	....do		
	20245	Columbia to Jamestown	Ky	C. B. Taylor	315 00	50
	20245	....do	Ky	....do		
	20245	....do	Ky	....do		
	20245	....do	Ky	....do		
	20246	Columbia to Creelsborough	Ky	J. T. Taylor	169 54	54
	20246	....do	Ky	....do		
	24104	Tecumseh to Lake Ridge	Mich	J. D. Smith	345 00	55
	24220	Hawkhead to Bravo	Mich	W. H. Smith	253 26	81
	24360	Bad Axe to Sand Beach	Mich	F. J. Smith	624 00	99
	24360	....do	Mich	....do		
	24360	....do	Mich	....do		
	24392	Traverse City to Northport	Mich	W. F. Steel	392 00	1 25
	24394	Traverse City to Empire	Mich	G. Aylesworth	411 05	1 97
	34396	Benzonia to Bear Lake	Mich	J. B. Colegrove	203 73	97
	24396	....do	Mich	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12; Feb. 5, 1886	.....	Failure total	.....	
Feb. 12, 1886	.....	Failure half trip	.....	$11 41
Jan. 15, 1886	.....	Failure on 22 miles	.....	
Jan. 19; Mar. 30, 1886	.....	Failure on 14 miles	.....	
Feb. 5, 6, 12, 13, 1886	.....	Failure total	.....	
Jan. 12, 19, 22, 1886	.....	Failure on 13 miles	.....	10 61
Mar. 30, 1886	.....	Failure on 22 miles	.....	
Jan. 12, 13, 1886	.....	Failure half trips		
Jan. 9, 11, 1886	.....	Failure on 19 miles	$1 77	7 82
Feb. 3, 1886	.....	Failure on 13½ miles		
Jan. 2; Feb. 2, 25, 1886	Lancaster	Failure to connect		
Jan. 12, 1886	.....	Failure total	.....	1 46
Jan. 9, 1886	.....	Failure on 5 miles	.....	
.....do	.....	Failure total	.....	1 20
Jan. 9; Feb. 3, 4, 1886	.....	.....do		
Jan. 16, 1886	.....	Failure on $16\frac{3}{22}$ miles		
Feb. 10, 11, 12; Mar. 29, 30, 31, 1886.	.....	Failure on 4 miles	.....	6 67
Jan. 11; Feb. 4, 1886	.....	Failure total	.....	4 92
Mar. 29, 1886	.....	Failure on 5 miles	.....	
Jan. 9. 11; Feb. 3; Mar. 31, 1886.	Burnside	Failure to arrive and depart..		
Feb. 5, 1886	....do	Failure to arrive		
Feb. 4, 1886	....do	Failure to depart	.....	10 23
Jan. 8, 11, 13; Feb. 3, 5, 12; Mar. 31, 1886.	Monticello	Failure to arrive		
Jan. 9, 12; Feb. 3, 13; Mar. 30, 1886.	....do	Failure to depart		
Jan. 11; Feb. 3, 5, 12; Mar. 31, 1886.	.....	Failure total		
Jan. 13, 1886	.....	Failure on 19¼ miles	.....	10 88
Jan. 18; Mar. 29, 1886	.....	Failure on 12¼ miles		
Jan. 11, 1886	Somerset	Failure to arrive and depart..		
Jan. 18; Feb. 12, 1886	.....	Failure on 10½ miles	.....	3 09
Feb. 5, 1886	.....	Failure on 13½ miles		
Jan. 9; Feb. 13, 1886	.....	Failure total	.....	1 84
.....	.....	For being from half to two hours behind time in arrival at Rockcastle Springs every time but three in March,	2 00	.....
Jan. 5; Feb. 13; Mar. 30, 1886.	.....	Failure on 13½ miles		
Feb. 6, 1886	.....	Failure on 15½ miles		
Feb. 2, 1886	.....	Failure on 9 miles	.....	4 86
Feb. 20, 1886	.....	Failure on 7 miles		
Feb. 3, 4, 12; Mar. 31, 1886	Monticello	Failure to arrive and depart ..		
Feb. 3, 4, 5, 1886	Albany	Failure to arrive		
Feb. 3, 4, 6, 1886	....do	Failure to depart	1 00	15 86
Jan. 9, 11; Mar. 27, 30, 1886	.....	Failure on 16½ miles		
Jan. 12, 1886	.....	Failure on 22½ miles		
Mar. 26, 1886	.....	Wet mail		
Feb. 6; Mar. 27, 30, 1886	Monticello	Failure to arrive and depart ..	.....	4 26
Jan. 16; Mar. 27, 30, 1886	Parmleyville	.....do		
Jan. 9, 1886	.....	Failure total	.....	1 08
Jan. 9; Feb. 4, 6, 1886	.....	.....do		
Jan. 2, 1886	Hudgins	Failure to arrive and depart..	.....	6 62
Jan. 13, 23, 1886	.....	Failure on 5 miles		
Jan. 4, 8, 11, 15, 18; Feb. 19, 1886	.....	Failure on 4 miles.		
Feb. 3, 1886	.....	Failure on 15¾ miles	.....	4 02
Feb. 10, 1886	.....	Failure on 2 miles		
Mar. 29, 1886	.....	Failure on 3¾ miles		
Feb. 3, 4, 5, 6, 1886	.....	Failure total		
Jan. 9, 11, 12, 1886	.....	Failure half trips	.....	6 38
Jan. 16, 1886	.....	Failure three quarter trips		
Mar. 30, 1886	.....	Failure on 2½ miles		
Feb. 3, 5, 1886	.....	Failure total		
Jan. 11, 1886	.....	Failure on one-third of route both ways.	.....	2 52
Feb. 15; Mar. 22, 1886	.....	Failure round trips	.....	2 20
Jan. 23, 1886	.....	Failure round trip	.....	1 62
Feb. 22, 1886	Bad Axe	Failure to arrive		
Feb. 23, 1886	....do	Failure to depart	.....	2 97
Feb. 20, 26, 1886	Sand Beach	Failure to arrive and depart..		
Feb. 12 to 13, 1886	.....	Failure round trip	.....	2 50
Mar. 21, 31, 1886	Platte	Wet mail	2 00	.....
Feb. 20, 1886	.....	Failure on 8 miles	.....	1 83
Mar. 20, 1886	.....	Failure on 9 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 30	24397	Frankfort to Traverse City....	Mich ..	R. A. Campbell	$500 00	$1 60
	24402	Elk Rapids to Charlevoix.....	Mich ..	D. Blakely	1,204 05	1 91
	24436	Houghton to Eagle Harbor	Mich ..	J. B. Colegrove.....	1,999 00	3 19
	24436	.....do	Mich ..	.....do	.....	.....
	24436	.....do	Mich ..	.....do	.....	.....
	24437	Phoenix to Delaware Mine	Mich ..	.....do	420 00	67
	24437	.....do	Mich ..	.....do	.....	.....
	24437	.....do	Mich ..	.....do	.....	.....
	24437	.....do	Mich ..	.....do	.....	.....
	24447	Woodland to Hastings.....	Mich ..	C. W. Waring.....	466 00	74
	24463	Strongville to Detour.....	Mich ..	J. R. Chappel	870 00	4 18
	24487	Brampton to Manistique.....	Mich ..	W. H. Smith	3,360 00	5 36
	24497	Sault Ste Marie to Ignace.....	Mich ..	F. J. Smith.....	4,370 00	6 97
	24500	Detour to Scammon.....	Mich ..	M. A. Moore	379 99	1 82
	24518	Glen Arbor to Leland	Mich ..	W. H. Smith	348 49	1 67
	24518	.....do	Mich ..	.....do	.....	.....
	24518	.....do	Mich ..	.....do	.....	.....
	24518	.....do	Mich ..	.....do	.....	.....
	24534	Grand Marais to Seney	Mich ..	G. W. Reed	365 00	1 75
	24540	National Mint to Ishpenning..	Mich ..	W. F. Bingham	167 00	26
	24543	South Manitou to Glen Arbor.	Mich ..	W. H. Smith	216 00	1 03
	24552	Garden to Escanaba	Mich ..	J. H. & G. W. Harris..	900 00	1 43
	24552	.....do	Mich ..	.....do	.....	.....
	24552	.....do	Mich ..	.....do	.....	.....
	24552	.....do	Mich ..	.....do	.....	.....
	24552	.....do	Mich ..	.....do	.....	.....
	24552	.....do	Mich ..	.....do	.....	.....
	24552	.....do	Mich ..	.....do	.....	.....
	29171	Ozark to Eureka Springs	Ark ...	W. A. Gage	2,379 91	2 08
	29171	.....do	Ark ...	.....do	.....	1 72
						2 23
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29171	.....do	Ark ...	.....do	.....	.....
	29207	Altus to Booneville.....	Ark ...	V. Boreing.....	1,018 13	1 61
	29207	.....do	Ark ..	.....do	.....	.....
	29208	Ozark to Sub Rosa.....	Ark ...	.....do	299 00	11
						1 10
	29208	.....do	Ark ...	.....do	.....	.....
	29208	.....do	Ark ...	.....do	.....	.....
	29208	.....do	Ark ...	.....do	.....	.....
	29208	.....do	Ark ...	.....do	.....	.....
	29208	.....do	Ark ...	.....do	.....	.....
	29209	Fort Smith to Waldron.....	Ark ...	.....do	1,697 00	2 70
	29209	.....do	Ark ...	.....do	.....	.....
	29209	.....do	Ark ...	.....do	.....	.....
	29209	.....do	Ark ...	.....do	.....	.....
	29210	Fort Smith to Chocoville	Ark ...	Harper & Nedry.....	1,390 00	2 21
	29215	Danville to Berta	Ark ...	M. C. Runyan	121 80	1 17
	29216	Danville to Waldron.....	Ark ...	V. Boreing.....	858 85	1 53
	29216	.....do	Ark ...	.....do	.....	1 82
	29217	.....do	Ark ...	B. W. Beedy	322 13	79
						1 50
	29217	.....do	Ark ...	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 19, 20, 1886	.....	Failure round trip	.....	$3 20
Feb. 2, 1886	Charlevoix	Failure to arrive and depart	.....	1 91
Jan. 22, 1886	Eagle Harbor	Failure to arrive	.....	6 38
Jan. 23, 1886	....do	Failure to depart		
Feb. 25, 1886	....do	Failure to arrive and depart		
Jan. 22; Feb. 22, 1886	Delaware Mine	Failure to arrive	.....	2 01
Jan. 23; Feb. 23, 1886	....do	Failure to depart		
Jan. 23, 1886	Phœnix	Failure to arrive		
Jan. 22, 1886	....do	Failure to depart		
Mar. 22, 1886	.....	Failure round trip	.....	1 48
.....	Detour	Arrived late and kept the mail 2 hours in a saloon.	$4 00	.....
Feb. 6, 8, 9, 10, 15, 1886	Bay de Nogart	Failure to supply one way	3 68	.....
In first quarter, 1886	.....	Failures equivalent to 1¾ round trips.	.....	24 39
Jan. 5, 6, 1886	.....	Failure three-fourths round trip.	.....	2 73
Jan. 22, 1886	Glen Arbor	Failure to arrive	.....	3 34
Jan. 23, 1886	....do	Failure to depart		
Jan. 6, 1886	Leland	Failure to arrive		
Jan. 5, 1886	....do	Failure to depart		
Jan. 1, 2, 1886	.....	Failure round trip	.....	3 50
Jan. 9, 23, 1886	.....	Failure round trips	.....	1 04
In first quarter, 1886	.....	Failure to perform service, with the exception of 1½ round trips.	.....	50 91
Oct. 9; Dec. 2, 4, 7, 8, 1885	Garden	Failure to arrive	1 00	13 58
Oct. 10; Dec. 5, 1885	....do	Failure to depart		
Dec. 2, 3, 7, 8, 1885	Escanaba	Failure to arrive		
Dec. 2, 4, 5, 7, 8, 1885	....do	Failure to depart		
Feb. 19, 1886	Gardner	Failure to arrive		
Feb. 20, 26, 1886	....do	Failure to depart		
.....	.....	Mail kept over night at office of Fayette; no adequate excuse.		
Feb. 4, 1886	Saint Paul	Failure to depart	.....	27 82
Feb. 5, 1886	....do	Failure to arrive twice a week.		
Feb. 3, 5, 1886	Huntsville	Failure to depart		
Feb. 4, 6, 1886	....do	Failure to arrive 3 times a week.		
Feb. 2, 3, 4, 5, 9, 1886	... do	Failure to arrive		
Feb. 3, 4, 5, 6, 10, 1886	....do	Failure to depart 6 times a week.		
Mar. 26, 1886	....do	Failure to arrive		
Mar. 27, 1886	....do	Failure to depart 6 times a week.		
Feb. 2, 3, 4, 6, 1886	Eureka Springs	Failure to arrive		
Feb. 2, 3, 4, 5, 1886	....do	Failure to depart		
Jan. 15; Feb. 3, 1886	Altus	Failure to arrive and depart	.....	12 88
Jan. 7, 14, 16; Feb. 2, 3, 4, 1886.	Booneville	.....do		
Jan. 19, 20, 21, 22, 23, 25, 1886	....	Failure total 6 times a week		
Feb. 2, 3, 13, 1886	Ozark	Failure to arrive and depart 6 times a week.	.....	5 39
Feb. 4, 1886	....do	Failure to arrive		
Feb. 2, 3, 13, 1886	Webb City	Failure to arrive and depart		
Feb. 4, 1886	....do	Failure to depart 6 times a week.		
Jan. 8; Feb. 2, 5, 1886	Sub Rosa	Failure to arrive and depart twice a week.		
Feb. 3, 1886	.....	Failure total	.....	13 33
Jan. 2, 1886	Over the route	Failure on 25½ miles		
Feb. 9, 1886	....do	.....do		
Mar. 30, 1886	.....	Failure on 35 miles		
Jan. 8; Feb. 2, 1886	Middle of the route.	Failure on 14 miles	.....	2 75
Jan. 9, 1886	.....	Failure total	.....	2 34
Jan. 8, 1886	Waldron, twice a week.	Failure to arrive	.....	1 82
Jan. 9, 1886	....do	Failure to depart		
Jan. 8, 1886	Walnut Tree	Failure on 10 miles	.....	1 78
Jan. 15, 1886	....do	Failure to arrive and depart (twice a week service).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 30	29218	Paris to Fort Smith	Ark	W. W. West	$1,559 28	$2 48
	29218	....do	Ark	....do		
	29218	....do	Ark	....do		
	29218	....do	Ark	....do		
	29219	Paris to Dublin	Ark	E. L. Moss	315 00	1 00
	29219	....do	Ark	....do		
	29221	Waldron to Dallas	Ark	W. X. Smith	948 00	1 51
	29227	Silver City to Hot Springs	Ark	J. H. Tinsley	540 00	1 73
	29229	Dallas to Silver City	Ark	J. C. Hudgins	986 00	3 16
	31491	Nacogdoches to Garrison	Tex	V. Boreing	197 00	94
	31491	....do	Tex	....do		
	34180	Catherton to Kenesaw	Nebr	B. Magoffin	580 00	1 85
	34180	....do	Nebr	....do		
	34180	....do	Nebr	....do		
	34180	....do	Nebr	....do		
	34315	Fern to Paris	Nebr	J. B. Colegrove	116 00	55
	34318	Neligh to Willow Springs	Nebr	H. Tisdale	560 00	5 38
	34321	Atkinson to Grand Rapids	Nebr	....do	484 90	2 33
	34321	....do	Nebr	....do		
	34321	....do	Nebr	....do		
	34321	....do	Nebr	....do		
	34322	Stuart to Lomo	Nebr	....do	694 29	1 18
	34322	....do	Nebr	....do		1 55
	34322	....do	Nebr	....do		
	34327	Talmage to Tecumseh	Nebr	W. H. Smith	370 50	1 18
	34327	....do	Nebr	....do		
	34327	....do	Nebr	....do		
	34328	Dodge to Scribner	Nebr	H. Tisdale	182 00	87
	34332	Schuyler to Clarkson	Nebr	P. R. Schnebly	208 00	1 00
	34332	....do	Nebr	....do		
	34332	....do	Nebr	....do		
	34332	....do	Nebr	....do		
	34334	Wilsonville to Tyrone	Nebr	C. A. Wilson	104 00	50
	34351	Swift to Wyoming	Nebr	F. Law	152 00	48
	34352	Valentine to McCann	Nebr	H. C. Slavens	220 00	2 11
	34352	....do	Nebr	....do		
	34354	Sandalia to Albion	Nebr	A. N. Sanborn	127 00	61
	34355	Neligh to Deloit	Nebr	H. C. Slavens	325 38	1 56
	34356	Harvard to Aurora	Nebr	F. S. Smith	155 00	1 49
	34356	....do	Nebr	....do		
	34357	Hartington to Yankton	Nebr	H. C. Slavens	1,099 00	1 74
	34357	....do	Nebr	....do		
	34357	....do	Nebr	....do		
	34358	Hartington to Creighton	Nebr	A. N. Sanborn	538 00	2 58
	34358	....do	Nebr	....do		
	34358	....do	Nebr	....do		
	34358	....do	Nebr	....do		
	34372	O'Neill to Cumminsville	Nebr	A. A. Call	1,108 50	3 54
	34372	....do	Nebr	....do		
	34380	Centre Valley to Weeping Water.	Nebr	W. N. Gibbs	170 00	54
	34381	Nebraska City to Brock	Nebr	F. S. Smith	240 00	1 15
	34381	....do	Nebr	....do		
	34385	Holdredge to Homerville	Nebr	W. N. Gibbs	642 03	2 05
	34385	....do	Nebr	....do		
	34385	....do	Nebr	....do		
	34385	....do	Nebr	....do		
	34394	North Bend to Ogan	Nebr	Wm. C. Stubbert	435 00	2 09
	34394	....do	Nebr	....do		
	34394	....do	Nebr	....do		
	34394	....do	Nebr	....do		
	34396	Pierce to Thorson	Nebr	F. S. Smith	136 00	1 30
	34397	Townsend to Pickrell	Nebr	W. N. Gibbs	123 00	59
	34399	Dwight to Ulysses	Nebr	F. S. Smith	140 00	67
	34400	Olive to Belgrade	Nebr	W. N. Gibbs	313 00	1 00
	34402	Beaver City to Oxford	Nebr	J. E. Mason	543 00	86
	34415	Clay Centre to Harvard	Nebr	C. E. Birge	223 00	35
	46108	Suisun City to Collinsville	Cal	A. H. Tevis	330 00	1 58
	46108	....do	Cal	....do		
	46122	Ukiah to Covelo	Cal	W. M. Griffith	1,880 00	6 02
	46241	Milton to Jenny Lind	Cal	J. Roggio	146 95	23
	46322	Los Angeles to Pasadena	Cal	A. E. Boone	352 30	56

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 8, 9, 10; Mar. 29, 1886 ..	Paris	Failure on 6 miles		
Feb. 2, 1886	Fort Smith	Failure to arrive.....		
Feb. 3, 1886.....	....do	Failure to depart.....	.....	$9 34
Mar. 30, 1886.....	....do	Failure on 41 miles.....		
Jan. 15, 1886	Paris	Failure to arrive and depart ..		
Jan. 12; Feb. 2, 4, 1886.....	Dublin.....	.....do	.....	4 00
Mar. 30, 1886.....	Dallas	Failure on 30 miles.....	.....	2 10
Jan. 9, 1886	Silver City.....	Failure to arrive and depart..	.....	1 73
.....do.....	....do.....	...do.....	.....	3 16
Jan. 1, 1886	.....	Failure on 11½ miles		
Mar. 1, 1886	.....	Failure on 3½ miles	.....	1 56
Jan. 4, 8; Mar. 15, 26, 1886 ..	Catherton	Failure to arrive.....		
Jan. 5, 9; Mar. 16, 27, 1886...	....do	Failure to depart		
Jan. 2, 7, 14; Mar. 16, 27, 1886	Kenesaw	Failure to arrive.....	.....	16 15
Jan. 4, 8, 15; Mar, 15, 26, 1886	....do	Failure to depart		
Mar. 5, 1886	.....	Failure total.....	.....	1 10
Feb. 2; Mar. 30, 1886	.....	Failure on 25 miles.....	.....	6 21
Jan. 22, 1886.....	Atkinson	Failure to arrive.....		
Jan. 25, 1886	... do	Failure to depart		
Jan. 7, 21; Mar. 29, 1886.....	Grand Rapids	Failure to arrive.....	.....	9 32
Jan. 8, 22; Mar. 30, 1886	....do	Failure to depart.....		
Mar. 26,1886	Stuart	Failure to arrive three time a week.		
Mar. 27, 1886.....	... do	Failure to depart three times a week.	.....	4 28
Feb. 26; Mar. 2, 1886	Lomo	Failure to arrive and depart twice a week.		
Jan. 2, 7, 23; Feb. 27, 1886...	Talmage.....	Failure to arrive.....		
Jan. 5, 7, 23; Feb. 27, 1886 ..	....do	Failure to depart.....	.....	12 98
Jan. 7, 9, 12, 14, 16, 19, 21, 1886.	Tecumseh	Failure to arrive and depart ..		
Jan. 4, 8, 1886	.....	Failure total.....	.....	3 48
Jan. 9, 1886.....	Schuyler.....	Failure to arrive.....		
Jan. 2, 1886.....	....do	Failure to depart.....		
.....do.....	Clarkson.....	Failure to arrive.....	.....	2 00
Jan. 9, 1886	....do	Failure to depart.....		
Jan. 2, 1886	.....	Failure total.....	.....	1 00
Jan. 7, 9, 1886.....	.....	.....do	.....	1 92
Jan. 14, 1886.....	McCann	Failure to arrive.....		
Jan 15, 1886	....do	Failure to depart	.....	2 11
Mar. 27, 1886.....	.....	Failure total.....	.....	1 22
Jan. 8; Mar. 5, 1886.....	.....	.....do	.....	6 24
Jan. 9, 1886	.....	.....do.....		
Mar. 20, 1886.....	.....	Failure half trip	.....	4 47
Jan. 7; Mar. 18, 29, 1886	Hartington	Failure to arrive.....		
Mar. 18, 30, 1886.....	....do	Failure to depart.....	.....	9 57
Jan. 7, 22; Mar. 30, 1886.....	Yankton.....	Failure to arrive and depart..		
Jan. 15, 26; Mar. 26, 30, 1886.	Hartington	Failure to arrive.....		
Jan. 14, 22; Mar. 25, 29, 1886.	....do	Failure to depart.....	.....	12 90
Jan. 7, 1886	Creighton	Failure to arrive.....		
Mar. 30, 1886.....	... do	Failure to depart.....		
Jan. 7, 1886	O'Neill	Failure to arrive.....		
Jan. 8, 1886	....do	Failure to depart.....	.....	3 54
Jan. 5, 7, 9, 1886.....	.....	Failure total.....	.....	3 24
Jan. 9, 1886	Nebraska City....	Failure to arrive and depart..		
Jan. 12, 16, 19, 1886	Brock.....	.....do.....	.....	4 60
Jan. 2, 7, 30; Mar. 6, 1886 ...	Holdredge	Failure to arrive		
Jan. 1, 6, 29; Mar. 5, 31, 1886 ..	....do	Failure to depart		
Jan. 1, 6; Mar. 5, 31, 1886	Homerville	Failure to arrive	.....	16 40
Jan. 2, 7; Mar. 6, 1886.....	....do	Failure to depart		
Jan. 5, 9, 16, 1886.....	North Bend.....	Failure to arrive.....		
Jan. 4, 8, 15, 18, 1886	....do	Failure to depart		
Jan. 4, 8, 15, 18, 25, 29; Mar. 8, 19, 1886.	Ogan	Failure to arrive	.....	22 99
Jan. 5, 9, 16, 19, 26, 30; Mar. 9, 20, 1836.	....do	Failure to depart		
Jan. 2, 9, 1886.....	Thornson.....	Failure to arrive and depart...	.....	2 60
Jan. 5, 9, 23, 1886.....	.....	Failure total.....	.....	3 54
Jan. 6, 9; Feb. 24; Mar. 20, 1886	.....	.....do.....	.....	5 36
Jan. 7; Feb. 27; Mar. 4, 27, 1886	.....	.....do.....	.....	8 00
Jan. 7; Feb. 9, 10, 1886.....	.....	.....do.....	.....	5 16
Jan. 4, 7, 8, 1886	.....	.....do.....	.....	2 10
Jan. 19, 1886.....	.....	Failure round trip.....		
Jan. 26, 1886	Collinsville	Failure to arrive and depart..	.....	4 74
Jan. 22, 23, 1886.....	.....	Failure on 49 miles one way...	.....	4 54
Jan. 20, 21, 25, 27, 1886	.....	Failure round trips	.....	1 84
Jan. 19, 1886.....	.....	Failure round trip	.....	1 12

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
Apr. 29	46369	Trinidad to Crescent City	Cal	J. V. Hicks	$1,392 67	$6 68
	46369	....do	Cal	....do		
	46379	Madera to Wawona	Cal	J. Culverhouse	1,733 34	8 32
	46340	San Luis Obispo to La Panza	Cal	V. H. Pease	900 00	4 42
	46343	Colusa to Princeton	Cal	E. A. Harrington	200 00	64
	46343	....do	Cal	....do		
	46343	....do	Cal	....do		
	46343	....do	Cal	....do		
	46344	Norman to Butte City	Cal	A. Klemmer	600 00	95
	46344	....do	Cal	....do		
	46344	....do	Cal	....do		
	46351	King's River to Squaw Valley	Cal	V. H. Pease	168 89	1 62
	46351	....do	Cal	....do		
	46365	Howe to Bernardo	Cal	J. V. Hicks	979 00	3 13
	46365	....do	Cal	....do		
	46381	Modesto to Hill's Ferry	Cal	L. Russ	480 00	76
	46381	....do	Cal	....do		
	46391	Yreka to Pleona	Cal	J. Culverhouse	766 67	7 37
	46391	....do	Cal	....do		
	46391	....do	Cal	....do		
	46391	.... do	Cal	....do		
	46398	Calico to Daggett	Cal	Wm. E. Curry	360 00	5 71
	46398	....do	Cal	....do		
	46406	Arcata to Sawyer's Bar	Cal	V. H. Pease	1,820 00	17 49
	46421	Newhall to Santa Barbara	Cal	G. Hillman	6,994 00	9 58
	46421	....do	Cal	....do		
	46421	....do	Cal	....do		
	46428	Cedarville to Reno	Cal	I. Ayers	15,998 00	25 54
	46431	Etiwanda to Ontario	Cal	M. M. Kincaid	550 00	87
	46142	Fisherman's Bay to Monti	Cal	J. H. Cole	150 00	72
		RAILROAD SERVICE.				
	8073	Allenton to Harrisburgh	Pa	P. & R. Rwy	12,135 29	16 62
						4 24
	8073	....do	Pa	....do		
	8073	....do	Pa	....do		
	8073	....do	Pa	....do		
	8073	....do	Pa	....do		
	8082	Valley Junction to Ebbville	Pa	B. Valley Rwy	757 56	1 21
	8086	Mount Jewett to Callery	Pa	P. & W. Rwy	7,255 97	
	8102	Hanover Junction to Gettysburgh.	Pa	H. Junction & G. Rwy.	2,124 13	3 39
	8114	Washington to Waynesburgh	Pa	W. & W. Rwy	1,906 58	3 04
	8114	....do	Pa	....do		
	8114	....do	Pa	....do		
	8114	....do	Pa	....do		
	8126	Bowmansdale to Shippensburgh.	Pa	H. & P. Rwy	1,387 23	
	23040	Peoria to Rock Island	Ill	R. I. & P. Rwy	7,284 03	11 63
	23042	Chicago to Danville	Ill	C. & E. Ill. Rwy	14,213 55	19 47
						6 81
	23043	Streator to Fairbury	Ill	W., St. L. & P. Rwy	1,504 01	2 40
	23043	....do	Ill	....do		
	23043	....do	Ill	....do		
	23048	Terre Haute to Peoria	Ill	Ill. Midland	7,912 10	12 63
	23049	Springfield to Havana	Ill	W., St. L. & P. Rwy	2,385 27	3 81
	23050	Danville to Cairo	Ill	A. J. Thomas & Chas. E. Tracy, receivers.	16,219 83	25 91
	23050	....do	Ill	....do		
		STEAMBOAT SERVICE.				
	16094	Palatka to Crescent City	Fla	J. Miller	995 00	1 58
	16094	....do	Fla	....do		
	24096	Mackinaw City to Mackinaw	Mich	J. B. Colegrove	2,460 00	3 92
	46099	San Francisco to Sacramento	Cal	Cent. Pacific Rwy	6,000 00	9 58

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 26, 1886	Trinidad	Failure to arrive	.....	$16 70
Jan. 19, 23, 26, 1886	Crescent City	....do	.....	
Jan. 19; Mar. 2, 5, 12, 19, 1886	Wawona	Failure to arrive and depart	.....	41 60
Jan. 19, 20, 1886	.....	Failure round trip	.....	8 84
Jan. 21, 23, 26, 30; Feb. 2, 1886	Colusa	Failure to arrive	.....	7 04
Jan. 1, 22, 25, 27, 29; Feb. 3,	....do	Failure to depart		
Jan. 1, 22, 25, 27, 29, 1886	Princeton	Failure to arrive		
Jan. 16, 21, 23, 26, 28, 30	....do	Failure to depart		
Jan. 21, 25, 1886	Norman	Failure to arrive and depart	.....	9 02
Jan. 21, 22, 25, 26, 28, 29, 30,	Butte City	Failure to arrive	.....	
Jan. 22, 25, 26, 27, 28, 29, 30; Feb. 1, 1886.	....do	Failure to depart		
Jan. 18, 25; Mar. 29, 1886	.....	Failure round trips	.....	16 20
Feb. 1, 8, 15, 22, 1886	Squaw Valley	Failure to arrive and depart	.....	
Jan. 19, 21; Mar. 13, 1886	.....	Failure on 13 miles one way	.....	5 90
Mar. 1, 1886	.....	Failure on 27 miles one way	.....	
Jan. 26, 27, 1886	.....	Failure round trips	.....	3 42
Feb. 2, 1886	Hill's Ferry	Failure to arrive	.....	
Jan. 25, 1886	Yreka	.....do		
Jan. 20, 1886	....do	Failure to depart	.....	14 74
.....do	Pleona	Failure to arrive	.....	
Jan. 25, 1886	....do	Failure to depart	.....	
Jan. 20, 1886	.....	Failure round trip	.....	1 42
Jan. 21, 1886	Calico	Failure to arrive	.....	
Jan. 7–28	Sawyer's Bar	Failure to arrive and depart	.....	17 49
Jan. 19, 20, 21, 1886	Newhall	Failure to arrive	.....	23 95
Jan. 22, 1886	....do	Failure to depart	.....	
Jan. 26, 1886	Santa Barbara	.....do	.....	
Feb. 3, 1886	Reno	Failure to arrive	.....	12 77
Jan. 19, 1886	.....	Failure round trip	.....	1 74
Jan. 20, 23, 27, 1886	.....	Failure round trips	.....	4 32
Jan. 24, 1886	Allentown	Failure to depart	$29 50	8 31
Jan. 6, 10, 11, 17, 25; Feb. 4, 27, 28; Mar. 2.	Harrisburgh	Train No. 8 failed to connect with depending mails.		
Jan. 12; Feb. 27; Mar. 2, 3	....do	Train No. 10 failed to connect with depending mails.		
Jan. 9, 1886	....do	Train No. 4 failed to connect with depending mails.		
Jan. 11, 12, 1886	.....	Failure round trip	.....	4 84
Feb. 6, 19, 27; Mar. 3, 20, 27, 1886.	Bet. Butler and Callery (13.91 miles.)	Failure both ways	.....	13 90
Jan. 11, 1886	.....	Failure round trip	.....	6 78
Jan. 9, 11, 13, 1886	Washington	Failure to arrive and depart	.....	18 24
Jan. 11, 12, 1886	Waynesborough	..... do		
Jan. 9, 1886	....do	Failure to arrive		
Jan. 13, 1886	....do	Failure to depart		
Jan. 1 to 31, 1886	Bowmansdale to D. & M. Junc.	No service (3.63 miles)	.....	13 36
Jan. 22, 1886	Rock Island	Failure to arrive and depart	.....	11 63
Jan. 22; Feb. 10, 1886	Chicago	Train No. 2 failed to connect with depending mails.	7 00	.....
Jan. 22, 1886	.....	Failure half trip	.....	4 20
Jan. 9, 11, 1886	Pontiac to Fairbury.	Failure one way (12 miles)		
Jan. 5, 28, 29, 30; Feb. 1, 2, 3, 4, 5, 6, 13, 17; Mar. 13, 1886.	Peoria	Failed to connect with depending mails.	82 00	.....
Jan. 9, 22, 23, 1886	.....	Failure half trip	.....	11 43
Feb. 3, 1886	Cairo	Failure to arrive and depart	13 00	25 91
Mar. 11, 1886	....do	Failure to connect		
Apr. 2, 1886	Crescent City	Failure to arrive and depart	.....	2 37
.....do	Palatka	Failure to depart		
.....	Mackinaw City	Mail left on the dock until afternoon; due at post-office at 6.30 a. m.	3 00	.....
Jan. 6, 1886	.....	Steamboat left wharf before carrier arrived with mail.	5 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886.						
Apr. 29	23527	Du Page to Plainfield.....	Ills	E. M. Hardin	$160 00	$0 51
	28552	Plato to Hartville.....	Mo	W. S. Prock	119 00	1 14
		STAR SERVICE.				
May 1	405	Ashland to Fort Kent.....	Me	J. M. Dorman	297 00	2 85
	405	.....do	Me	.....do	.....	.....
	409	Van Buren to Fort Kent.....	Me	H. H. Putnam.....	558 00	1 78
	409	.....do	Me	.....do	.....	.....
	409	.....do	Me	.....do	.....	.....
	409	.....do	Me	.....do	.....	.....
	10124	Perryman to Calvary.....	Md	W. H. Smith	233 00	37
	10124	.....do	Md	.....do	.....	.....
	10125	Perryman to Boothby Hill.....	Md	B. W. Beedy	378 00	59
	10125	.....do	Md	.....do	.....	.....
	10125	.....do	Md	.....do	.....	.....
	10125	.....do	Md	.....do	.....	.....
	10132	Forest Hill to Mill Green.....	Md	.....do	378 00	60
	10135	Aberdeen to Dublin	Md	T. Morris	425 00	67
	10535	.....do	Md	.....do	.....	.....
	10135	.....do	Md	.....do	.....	.....
	10135	.....do	Md	.....do	.....	.....
	10135	.....do	Md	.....do	.....	.....
	10137	Fallston to Monkton.....	Md	B. W. Beedy.....	530 00	84
	10137	.....do	Md	.....do	.....	.....
	10137	.....do	Md	.....do	.....	.....
	10137	.....do	Md	.....do	.....	.....
	10137	.....do	Md	.....do	.....	.....
	10137	.....do	Md	.....do	.....	.....
	10139	Elkton to Town Point.....	Md	J. H. Wharton	492 86	23
						3 14
	10139	.....do	Md	.....do	.....	.....
	15102	La Fayette to Chattanooga	Ga.....	D. T. Hall.....	840 00	1 34
	15107	Dalton to Dalton	Ga.....	S. D. Castleman	288 00	92
					576 00	92
	15108	Dallon to Spring Place.....	Ga.....	S. Dailey	313 00	50
	15109	Tunnell Hill to Dirt Town.....	Ga.....	V. Boreing.....	533 00	1 70
	15332	Hawkinsville to Vienna	Ga.....	G. A. McLean	150 00	1 44
	15336	Perry to Perry	Ga.....	B. T. Moss.....	290 00	92
	15340	Montezuma to Snow	Ga.....	J. H. King.....	200 00	96
	15342	Oglethorpe to Buena Vista	Ga.....	P. R. Schnebly.....	571 42	1 83
	15343	Americus to Church Hill.....	Ga.....	C. S. Morse.....	738 00	1 17
	15347	Buena Vista to Cusseta.....	Ga.....	J. W. Smith.....	269 00	1 29
	15351	Columbus to West Point	Ga.....	E. T. Clemmons	541 00	1 73
	15353	Columbus to Florence	Ga.....	J. W. Smith.....	562 00	2 70
	15354	Lumpkin to Americus.....	Ga.....	G. A. McLean.....	648 00	2 07
	15362	Gum Creek to Tipton.....	Ga.....	C. C. Morse.....	623 00	2 99
	15363	Gum Neck to Vienna.....	Ga.....	S. D. Castleman	220 38	70
	15367	Chauncy to Temperance, ...	Ga.....	C. C. Morse	270 00	86
	15367	.....do	Ga.....	.....do	.....	.....
	15368	Lumber City to Jacksonville ..	Ga.....	S. D. Castleman	236 00	1 13
	15403	Moultrie to Ty Ty.....	Ga.....	B. F. Moss.....	173 00	1 66
	15404	Moultrie to Lawson	Ga.....	.....do	139 00	1 33
	15409	Morgan to Leary	Ga.....	J. H. Griffin	219 79	34
	15409	.....do	Ga.....	.....do	.....	.....
	15413	Albany to Moultrie.....	Ga.....	S. D. Castleman	416 00	2 00
	15413	.....do	Ga.....	.....do	.....	.....
	15413	.....do	Ga.....	.....do	.....	.....
	15414	Albany to Warwick.....	Ga.....	C. W. Chambers.....	539 98	2 59
	19101	Mountain City to Abingdon ...	Tenn ..	W. B. Catching	870 00	1 38

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $1 02 of the deduction noted in report for April 13, 1886; it having been shown that the failure to make trip January 11 was caused by snow blockade and the service fully performed on following day, and as no trip was actually lost.				
Remit 2 50, the fine noted in report for January 25, 1886; it having been shown that the site of Sunnyside post-office was changed without the authority of the Department, and that the failure of contractor to supply said office was due to increased distance and inaccessible location.				
Mar. 27, 1886	Ashland	Failure to depart	.....	$2 85
Mar. 1, 1886	Fort Kent	....do		
Jan. 20; March 13, 1886	Van Buren	....do	.....	7 12
Jan. 21; Feb. 27; Mar. 2, 1886	....do	Failure to arrive		
Mar. 1, 1886	Fort Kent	....do		
Mar. 2, 1886	....do	Failure to depart		
Feb. 4, 11, 1886	.....	Failure total	$1 00	1 48
Feb. 5, 25, 1886	Calvary from Creswell.	Failure to bring mail		
Feb. 4, 1886	Perryman	Failure to arrive and depart	.....	1 77
Feb. 5, 1886	....do	Failure to depart		
Feb. 4, 1886	Boothby Hill	Failure to arrive and depart		
Feb. 5, 1886	....do	Failure to depart		
Feb. 4, 1886	.....	Failure total	.....	1 20
Feb. 3, 1886	Aberdeen	Failure to depart	.....	3 68
Feb. 4, 5, 1886	....do	Failure to arrive and depart		
Feb. 6, 1886	....do	Failure to arrive		
Feb. 4, 5, 1886	Dublin	Failure to arrive and depart		
Feb. 6, 1886	....do	Failure to depart		
Jan. 11, 1886	.....	Failure on 12½ miles	2 00	5 77
Jan. 12, 1886	.....	Failure on 9½ miles		
Feb. 4, 1886	.....	Failure on 14 miles		
Feb. 5, 1886	.....	Failure on 9½ miles		
Feb. 11, 1886	Fallston	Failure to arrive and depart	.....	2 46
Feb. 18, 1886	.....	Carrier left the mail at Saint James post-office.		
Jan. 11, 12; Feb. 3, 1886	Elkton to Chesapeake City.	Failure 1 round trip each (6 miles, 12 times a week service).		
Feb. 4, 1886	Chesapeake City to Town Point.	Failure round trip (8 miles, 6 times a week).		
Jan. 4; Mar. 30, 1886	La Fayette	Failure to arrive and depart	.....	2 68
Jan. 9; Mar. 29, 30, 31, 1886	.....	Failure round trip	.....	7 36
Jan. 4, 5; Mar, 30, 31, 1886	.....	Failure round trip	.....	4 00
Mar. 27, 30, 1886	Dirt Town	Failure to arrive and depart	.....	3 40
Jan. 14, 1886	.....	Failure round trip	.....	2 88
Jan. 16, 1886	.....	....do	.....	1 84
Jan. 8, 1886	.....	....do	.....	1 92
In March, 1886	Schley	Failure to supply	5 00	.....
Jan, 8, 1886	.....	Failure half trip	.....	1 17
Jan. 2, 9, 1886	.....	Failure half trips	.....	2 58
Jan. 8, 13; Mar. 30, 1886	.....	....do	.....	5 19
Feb. 27; Mar. 20, 1886	Columbus	Mail wet and damaged	5 00	.....
Jan. 5, 1886	.....	Failure half trip	.....	2 07
Jan. 12, 1886	.....	....do	.....	2 99
Jan. 11, 1886	.....	Failure round trip	.....	1 40
Jan. 14, 1886	.....	....do	.....	2 58
Jan. 12, 1886	.....	Failure half trip	.....	
....do	.....	....do	.....	1 13
Mar. 22, 1886	.....	....do	.....	1 66
Jan. 14, 1886	.....	Failure round trip	.....	2 66
Jan. 12, 13, 14, 15, 1886	.....	Failure round trips	.....	3 74
Jan. 7, 11, 16, 1886	.....	Failure half trips		
Jan. 12, 26; Feb. 12, 1886	.....	Failure round trips		
Jan. 5, 1886	.....	Failure half trip	11 00	14 00
Jan. 8, 15, 19, 22, 29; Feb. 2, 9, 16, 19, 23, 26, 1886.	Moultrie	Failure to connect		
Jan. 12, 1886	.....	Failure round trip	.....	5 18
March 3, 1886	.....	Mail robbed by carrier of the sum of $403.65. The fine named below is imposed subject to remission when the entire amount of loss is made good to the losers by the contractors.	500 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. May 1	19342	Jamestown to Albany.....	Tenn ..	W. B. Catching	$315 88	$1 51
	19383	Gallatin to Beckwith	Tenn ..	W. B. Catching	264 00	84
	20247	Columbia to Burkesville.....	Ky	J. A. Craft.....	293 34	1 41
	20247	.....do	Ky	.....do	.....	.....
	20247	.....do	Ky	.....do	.....	.....
	20247	.....do	Ky	.....do	.....	.....
	20248	Columbia to Edmonton.....	Ky	.....do	544 00	1 74
	20248	.....do	Ky	.....do	.....	.....
	20248	.....do	Ky	.....do	.....	.....
	20249	Jamestown to Cumberland City	Ky	.....do	162 17	17
	20249	.....do	Ky	.....do	.....	.....
	20249	.....do	Ky	.....do	.....	.....
	20249	.....do	Ky	.....do	.....	.....
	20249	.....do	Ky	.....do	.....	.....
	20250	Glasgow to Edmonton	Ky	G. Seavers	439 00	70
	20251	Glasgow to Burkesville.....	Ky	.....do	869 00	1 38
	20251	.....do	Ky	.....do	.....	.....
	20252	Glasgow to Glasgow, via Tompkinsville.	Ky	J. A. Nichols.....	783 00	1 25
	20252	.....do	Ky	.....do	.....	.....
	20252	.....do	Ky	.....do	.....	.....
	20253	Glasgow to Fountain Run	Ky	G. Seavers	349 00	1 11
	20254	Glasgow to Scottsville.....	Ky	.....do	402 24	1 28
	20254	.....do	Ky	.....do	.....	.....
	20254	.....do	Ky	.....do	.....	.....
	20254	.....do	Ky	.....do	.....	.....
	20255	Monticello to Jamestown	Ky	J. A. Craft.....	288 00	92
	20255	.....do	Ky	.....do	.....	.....
	20255	.....do	Ky	.....do	.....	.....
	20256	Tompkinsville to Centre Point.	Ky	A. H. Biggerstaff	94 00	45
	20257	Burkesville to Celina	Ky	J. D. Key	349 00	1 67
	20257	.....do	Ky	.....do	.....	.....
	20257	.....do	Ky	.....do	.....	.....
	20257	.....do	Ky	.....do	.....	.....
	20257	.....do	Ky	.....do	.....	.....
	20261	Hardinsbugh to Falls of Rough	Ky	G. Wilson	149 00	71
	20263	London to Manchester.....	Ky	M. Gregory.....	660 00	1 05
	20263	.....do	Ky	.....do	.....	.....
	20264	Choice to London	Ky	J. A. Craft.....	149 46	71
	20264	.....do	Ky	.....do	.....	.....
	20265	Falls of Rough to Rosine.....	Ky	.....do	293 00	1 40
	20266	Cloverport to Caneyville.....	Ky	J. Salmon.....	995 00	1 58
	20266	.....do	Ky	.....do	.....	.....
	20269	Hawesville to Knottsville.....	Ky	W. F. Costellow	175 00	84
	20269	.....do	Ky	.....do	.....	.....
	20270	Big Clifty to Constantine.....	Ky	J. A. Craft.....	282 00	90
	20270	.....do	Ky	.....do	.....	.....
	20272	Magnolia to Pitman	Ky	J. T. Scott	182 20	87
	20272	.....do	Ky	.....do	.....	.....
	20272	.....do	Ky	.....do	.....	.....
	20274	Rowlett's to Powder Mills	Ky	J. A. Craft.....	525 00	83
	20274	.....do	Ky	.....do	.....	.....
	20274	.....do	Ky	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Whereas, the deduction ordered April 26, 1886, was calculated upon the assumption that the annual pay was $298 instead of $315.88 per annum; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost.	.....	$0 67
.....	.....	Whereas, the deduction ordered April 26, 1886, was upon a re-examination found to be erroneous in calculation, and should be $11.30 instead of $11.11; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost.	.....	19
Feb. 3, 5, 1886	.....	Failure total	.....	
Jan. 8, 1886	.....	Failure on 14 miles	.....	9 21
Jan. 13, 1886	.....	Failure on 15 miles		
Jan. 15, 1886	.....	Failure on 9 miles		
Feb. 3, 5, 1886	.....	Failure total	.....	11 99
Jan. 12, 1886	.....	Failure half trip		
Feb. 12, 1886	.....	Failure on 35 miles		
Feb. 5, 1886	.....	Failure total	$1 00	5 39
Feb. 9, 1886	Jamestown	Failure to arrive and depart		
Jan. 12, 15; Mar. 30, 1886	.....	Failure on 11 miles		
Feb. 12, 1886	.....	Failure on 3 miles		
Jan. 5, 1886	.....	Failure to connect; carrier too much intoxicated to travel.		
Feb. 3, 4, 1886	.....	Failure total	.....	2 80
.....do	.....	.....do	.....	6 90
Jan. 8; Mar. 30, 1886	Burkesville	Failure to arrive	.....	7 50
Feb. 3, 4, 1886	.....	Failure total		
Mar. 29, 31, 1886	Glasgow	Failure to arrive		
Mar. 30, 1886	Tompkinsville	Failure to arrive and depart		
Feb. 3, 1886	.....	Failure total	.....	2 22
Feb. 3, 5, 1886	.....	.....do	.....	9 42
Jan. 11; Feb. 12, 1886	.....	Failure on 15 miles		
Jan. 14, 1886	.....	Failure on 2 miles		
Mar. 30, 1886	.....	Failure on 10 miles		
Jan. 9; Feb. 4, 1886	Monticello	Failure to arrive and depart	.....	9 47
Jan. 9, 12, 14; Feb. 4, 9, 11, 13, 1886.	Jamestown	.....do		
Feb. 6, 1886	.....	Failure on 13 miles		
Jan. 12; Feb. 6, 1886	.....	Failure total	.....	1 80
Jan. 12–13, 15–16; Feb. 2–5, 12–13, 16–17; Mar. 30–31, 1886.	.....	Failure total	.....	25 05
Jan. 9; Feb. 3, 1886	Burkesville	Failure to arrive		
Jan. 8; Feb. 5, 1886	....do	Failure to depart		
Mar. 26, 1886	Celina	Failure to arrive		
Mar. 27, 1886	....do	Failure to depart		
Jan. 11, 1886	.....	Failure total	.....	1 42
Feb. 3, 5, 10, 1886	London	Failure to arrive and depart	.....	5 25
Feb. 4, 6, 1886	Manchester	.....do		
Feb. 5, 1886	.....	Failure total	.....	2 27
Feb. 12, 1786	.....	Failure on 12 miles		
Jan. 12, 1886	.....	Failure total	.....	2 80
Jan. 9, 12, 14, 16; Feb. 2, 3, 5, 15, 17, 19, 26; Mar. 30, 1886.	Cloverport	Failure to arrive	.....	18 96
Jan. 9, 11, 13, 15; Feb. 1, 3, 4, 15, 16, 18, 26, 30, 1886.	...do	Failure to depart		
Jan. 9, 1886	.....	Failure total	.....	3 60
Jan. 16, 23, 1886	.....	Failure on 8 miles		
Jan. 9, 1886	.....	Failure on 14 miles	.....	4 95
Jan. 16, 21; Mar. 30, 1886	.....	Failure on 10 miles		
Jan. 9; Feb. 4, 1886	Magnolia	Failure to arrive and depart	1 00	2 61
Jan. 9, 1886	Pitman	.....do		
Jan. 16, 1886	.....	Wet mail		
Jan. 9, 11; Feb. 3, 1886	.....	Failure total	.....	7 47
Feb. 2, 1886	Rowlett's	Failure to arrive and depart		
Feb. 5, 6, 1886	Powder Mills	.....do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual campensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 1	20275	Munfordsville to Dickey's Mills	Ky	J. A. Craft	$395 00	$1 26
	20276	Horse Cave to Edmonton.....	Ky.....	.....do	498 00	1 59
	20278	Brownsville to Marcellus.....	Ky.....	.....do	70 40	33
	20279	Bowling Green to Morgantown	Ky.....	J. A. Nichols	790 00	1 26
	20279	.....do	Ky.....	.....do	.....	.....
	20279	.....do	Ky.....	.....do	.....	.....
	30279	.....do	Ky.....	.....do	.....	.....
	20279	.....do	Ky.....	.....do	.....	.....
	20280	Bowling Green to Claypool	Ky.....	J. A. Craft	163 00	78
	20280	.....do	Ky.....	.....do	.....	.....
	20281	Bowling Green to Scottsville ..	Ky.....	.....do	787 00	1 25
	20281	.....do	Ky.....	.....do	.....	.....
	20281	.....do	Ky.....	.....do	.....	.....
	20283	Franklin to Scottsville.....	Ky.....	.....do	311 00	1 49
	20284	Franklin to Half Way	Ky.....	.....do	210 00	1 00
					195 93	93
	20284	.....do	Ky.....	.....do	.....	.....
	20284	.....do	Ky.....	.....do	.....	.....
	20284	.....do	Ky.....	.....do	349 00	1 67
	20286	Russellville to Harreldsville...	Ky.....	.....do	.....	.....
	20286	.....do	Ky.....	.....do	.....	.....
	20286	.....do	Ky.....	.....do	.....	.....
	20289	Elkton to Elkton	Ky.....	Wm. W. Keeling.....	287 47	92
	20291	Hopinsville to Hopkinsville ...	Ky.	W. F. Costellow.....	777 00	1 24
	20291	.....do	Ky.....	.....do	.....	.....
	20291	.....do	Ky.....	.....do	.....	.....
	20291	.....do	Ky.....	.....do	.....	.....
	20291	.....do	Ky.....	.....do	.....	.....
	20291	.....do	Ky.....	.....do	.....	.....
	20294	Hopkinsville to Cadiz.....	Ky.....	T. K. Torain.....	650 00	1 03
	20294	.....do	Ky.....	.....do	.....	.....
	20294	.....do	Ky.....	.....do	.....	.....
	20294	.....do	Ky.....	.....do	.....	.....
	20294	.....do	Ky.....	.....do	.....	.....
	24545	Summerton to Forest Hill	Mich ..	J. W. O'Hara.....	45 00	21
	30317	Provencal to Leesville.....	La	J. J. Horton.....	436 00	4 19
	33300	Salina to Minneapolis.....	Kans ..	W. H. Smith	444 00	1 42
	33303	La Cygne to Garnett	Kans ..	J. D. Emerson.....	536 25	1 71
	33307	Burlington to Pottawatomie ...	Kans ..	W. H. Smith.....	165 33	79
	33309	Burlington to Bangor.....	Kans ..	J. R. Tupper	130 00	62
	33310	Burlington to Madison.....	Kans ..	.....do	234 00	1 12
	33310	.....do	Kans ..	.....do	.....	.....
	33319	Humboldt to Juse	Kans ..	.....do	703 17	2 25
	33320	Humboldt to Fredonia	Kans ..	J. D. Emerson	1,208 14	1 93
	33320	.....do	Kans ..	.....do	.....	.....
	33320	.....do	Kans ..	.....do	.....	.....
	33320	.....do	Kans ..	.....do	.....	.....
	33321	Colony to Yates Centre.....	Kans ..	V. Boreing.....	572 00	54
						74
	33321	.....do	Kans ..	.....do	.....	.....
	33323	Madison to Toronto.....	Kans ..	J. D. Emerson.....	510 00	1 63
	33323	.....do	Kans ..	.....do	.....	.....
	33323	.....do	Kans ..	.....do	.....	.....
	33323	.....do	Kans ..	.....do	.....	.....
	33326	Eureka to Matfield	Kans ..	B. Magoffin.....	370 00	1 77
	33327	Flint Ridge to Eureka.....	Kans ..	.....do	255 00	81
	33328	Strong to Council Grove	Kans ..	J. Cross	228 00	1 09
	33328	.....do	Kans ..	.....do	.....	.....
	33329	Cottonwood Falls to Burns	Kans ..	J. D. Emerson	360 00	1 73
	33330	Cottonwood Falls to El Dorado	Kans ..	.....do	1,142 70	1 81
	33330	.....do	Kans ..	.....do	.....	.....
	33335	Girard to Mount Carmel.....	Kans ..	.....do	251 53	80

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 1886		Failure total		$2 52
Feb. 3, 1886		Failure on 18¾ miles		1 94
Jan. 9; Feb. 3, 1886		Failure total		1 32
Jan. 11, 1886	Bowling Green	Failure to arrive and depart	$3 75	13 83
Jan. 16, 18; Feb. 15, 16, 17, 1886	Morgantown	do		
Feb. 3, 4, 5, 6, 1886		Failure on 16½ miles		
Feb. 12, 1886		Failure on 5 miles		
Jan. 8, 9, 21, 23, 28; Mar. 30, 1886.	Middle of route	Failure to connect		
Jan. 9; Feb. 6, 1886		Failure total		3 64
Mar. 13, 1886		Failure on 5 miles		
Feb. 3, 4, 5, 6, 1886		Failure total		11 55
Jan. 9, 1886	Bowling Green	Failure to arrive		
Jan. 11, 1886	do	Failure to depart		
Feb. 4–5, 1886		Failure total		2 98
Feb. 3, 6, 1886		do		
Mar. 31, 1886	Half Way	Failure to arrive and depart		6 35
Jan. 16, 1886		Failure on 11 miles		
Feb. 13; Mar. 27, 1886		Failure on 2 miles		
Feb. 3, 1886	Harreldsville	Failure to arrive	5 00	2 50
Feb. 4, 1886	do	Failure to depart		
Feb. 6, 1886	Russellville	Failure to arrive; carrier under influence of whisky Feb. 6 (as statement says he was drunk), and for failing to supply Costellow, Berry's Lick, and Quality Valley frequently on return trips, dates not ascertained.		
Jan. 9; Feb. 4, 6, 1886		Failure total		5 52
Jan. 3, 12, 14, 19, 27, 29; Feb. 1, 4, 5, 8, 16, 1886.	Hopkinsville	Failure to arrive		
Jan. 9, 13, 15, 20, 28; Feb. 3, 6, 17, 1886.	do	Failure to depart		
Jan. 9, 13, 15, 18, 19, 27, 29; Feb. 1, 3, 4, 8, 11, 15, 22, 1886.	Bennettston	Failure to arrive and depart		35 09
Jan. 11, 1886		Failure on 37½ miles one way		
Jan. 23, 1886		Failure on 42½ miles one way		
Jan. 30, 1886		Failure on 36½ miles one way		
Feb. 3, 1886	Hopkinsville	Failure to arrive and depart		
Feb. 11, 1886	do	Failure to arrive		
Jan. 9; Feb. 3, 1886	Cadiz	Failure to arrive and depart		4 63
Feb. 4, 1886	do	Failure to arrive		
Feb. 5, 1886	do	Failure to depart		
		Contractor was also p. m. from July 1 to August 20, 1885, a period of 51 days.		6 22
Mar. 5, 1886		Failure on 32 miles		6 38
Jan. 5, 9, 1886		Failure total		5 68
Jan. 4, 8, 1886		Failure on 13 miles		2 49
Jan. 9, 1886		Failure total		1 58
Jan. 8, 1886		do		1 24
Jan. 9, 1886		do		3 36
Feb. 9, 1886		Failure half trip		
Jan. 8, 9, 1886		Failure total		4 50
Jan. 4, 7, 8; Feb. 2, 9, 1886	Humboldt	Failure to arrive		
Jan. 5, 8, 9; Feb. 3, 10, 1886	do	Failure to depart		
Jan. 4, 7, 8; Feb. 2; Mar. 4, 1886.	Fredonia	Failure to arrive		19 30
Jan. 5, 8, 9; Feb. 2; Mar. 5, 1886.	do	Failure to depart		
Jan. 8; Feb. 8; Mar. 5, 1886	Colony	Failure to arrive		
Jan. 7; Feb. 8; Mar. 5, 1886	do	Failure to depart 6-times-a-week service.		1 62
Jan. 9, 30; Feb. 4, 9, 1886	Madison	Failure to arrive		
Jan. 8, 29, 1886	do	Failure to depart		13 04
Jan. 8, 29; Feb. 3, 8, 10, 1886	Toronto	Failure to arrive		
Jan. 9, 30; Feb. 4, 9, 11, 1886	do	Failure to depart		
Jan. 2–3, 1886		Failure total		3 54
Jan. 2, 1886		do		1 62
Jan. 22; Feb. 2, 1886	Strong'	Failure to arrive and depart		3 27
Jan. 9, 1886	Council Grove	do		
Jan. 8, 9, 1886		Failure total		3 46
Jan. 7, 8, 1886		Failure total on 16 miles		6 55
Jan. 8; Feb. 2, 1886	El Dorado	Failure to arrive and depart		
Jan. 9; Feb. 3, 1886		Failure total		3 20

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 1	33336	Osage Mission to Humboldt ...	Kans ..	B. A. Workman.....	$650 00	$0 30
						1 40
	33336	.....do	Kans ..	.....do	.....	.....
	33336	.....do	Kans ..	.....do	.....	.....
	33336	.....do	Kans ..	.....do	.....	.....
	33337	Fredonia to Independence.....	Kans ..	J. D. Emerson.....	387 00	1 24
	33337	.....do	Kans ..	.....do	.....	.....
	33338	Fredonia to Howard	Kans ..	J. Cross.....	430 00	2 06
	44262	Summerville to Prairie Creek..	Oreg...	A. H. Boomer	3,690 00	5 89
	47102	Fort Wrangel to Jackson	Alaska	J. H. Voorhees.....	1,000 00	41 67
	47102	.....do	Alaska	.....do	.....	.....
		RAILROAD SERVICE.				
	8133	Kinzua Junction to Eldred	Pa.....	B. B. & K. Rwy	792 01	1 26
	8133	.....do	Pa.....	.....do	.....	.....
	8150	Williamsport to Stokesdale Junction.	Pa.....	Fall B. C. Co	6,042 11	9 65
	8150	.....do	Pa.....	.....do	.....	.....
	8152	Branchton to Hilliard's	Pa.....	S. & A. Rwy	447 59	71
	9506	Harrington to Franklin City...	Pa.....	D. M. & V. Rwy.....	4,394 01	7 01
	9506	.....do	Pa.....	.....do	.....	.....
	10009	Salisbury to Ocean City	Md	W. & P. Rwy	1,327 38	.....
	10019	Emmitsburgh to Rocky Ridge.	Md	Emmitsburgh Rwy ...	296 68	47
	10019	.....do	Md	.....do	.....	.....
	10024	Baltimore to Delta.....	Md	Md. Central Rwy	2,416 19	3 85
	23051	Joliet to Pekin	Md	C., St. L. & W. Rwy ..	5,940 02	9 48
	23051	.....do	Md	.....do	.....	.....
	23051	.....do	Md	.....do	.....	.....
	23051	.....do	Md	.....do	.....	.....
	23051	.....do	Md	.....do	.....	.....
	23053	East Saint Louis to Cairo.....	Ill	St. L. & C. Rwy	10,900 99	17 41
						8 70
	23053	.....do	Ill	.....do	.....	.....
		Remissions.				
		STAR SERVICE.				
	18355	Brandon to Westville.....	Miss...	C. C. Morse	786 00	2 50
					522 00	
	19357	Liberty to Smallman.....	Tenn ..	M. A. Moore	77 99	37
	19361	Murfreesborough to Forks of Pike.	Tenn ..	W. M. Hill	392 60	1 88
	19362	Rural Hill to Smyrna.....	Tenn ..	J. R. Pigg.....	372 00	1 19
	19363	Lebanon to Cottage Home	Tenn ..	E. K. Atwell	513 96	2 46
	19378	Lafayette to Celina.....	Tenn ..	M. B. Wood.....	649 00	2 08
	19385	Springfield to Franklin.....	Tenn ..	W. B. Catching	340 00	1 63
	19400	Cornersville to Petersburgh ...	Tenn ..	.....do	220 65	1 05
	19464	Ashland City to Clarksville ...	Tenn ..	J. D. Farmborough ...	450 00	1 44
	31181	Boerne to Curry's Creek.....	Tex	A. E. Boone.....	520 50	1 66

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 27; Feb. 3, 5, 8; Mar. 5, 1886.	Humboldt	Failure to arrive		
Jan. 9, 28; Feb. 4, 6, 9; Mar. 6, 1886.	....do	Failure to depart	.....	$12 41
Jan. 9; Feb. 6; Mar. 16, 1886	Erie	Failure to arrive		
Jan. ; Feb. 3; Mar. 5, 1886	....do	Failure to depart		
Jan. 8; Feb. 3, 1886	Fredonia	Failure to arrive and depart	.....	3 72
Feb. 2, 1886	Independence	.....do		
Jan. 8, 1886	Howard	.....do	.....	2 06
In first quarter, 1886	.....	Failure to observe schedule; total disregard of its requirements.	$50 00	.....
In January, 1886	Fort Wrangel	Failure to depart	.....	41 67
.....do	Jackson	.....do		
Jan. 5, 7, 1886	.....	Failure half trip	.....	5 04
Jan. 6, 1886	.....	Failure round trip		
Jan. 5, 1886	.....	.....do	.....	28 95
Jan. 6, 1886	.....	Failure half trip		
Jan. 2, 30; Feb. 10, 15, 24; Mar. 24, 1886.	Hilliard's	Failure to connect	2 00	.....
Feb. 4, 5, 1886	Harrington	Failure to arrive and depart	2 00	14 02
Feb. 19, 1886	Newark	For negligence on the part of the company's messenger in failing to dispatch the mail.		
In first quarter, 1886	Berlin to Ocean City.	Only two trips a week performed (8.05 miles).	.....	57 35
Jan. 11, 1886	Emmitsburgh	Failure to arrive and depart	.....	1 88
Jan. 11, 22, 23, 1886	Rocky Ridge	.....do		
Jan. 11, 1886	Delta	Failure to depart	.....	1 92
Jan. 9, 23, 1886	Joliet	Failure to arrive	.....	109 02
Jan. 22, 1886	....do	Failure to arrive and depart		
Jan. 20, 22, 29, 1886	Pekin	Failure to arrive		
Jan. 14, 21, 23, 30, 1886	....do	Failure to depart		
Jan. 9, 11, 12, 13, 25, 26, 1886	....do	Failure to arrive and depart		
Jan. 22, 1886	East Saint Louis	Failed to connect with depending mails.	19 00	.....
Jan. 8, 9, 1886	....do	Negligence in failing to dispatch the mail on train No. 3.		

Remit $1 95 of the deduction noted in report for April 26, 1886, it having been shown that deduction for failure January 8, 1886, is excessive, inasmuch as a portion has also been included in the other failures.

Remit 20 of the deduction noted in report for April 26, 1886, it having been shown by re-examination that an error was made in the calculation, and that the deduction should be $1.48 instead of $1.68.

Remit 66 of the deduction noted in report for April 26, 1886, it appearing upon a re-examination that the deduction of April 26 was made upon the basis of $392.60, instead of $322.60, and on $1.88 as the half trip, instead of $1.55.

Remit 39 of the deduction noted in report for April 26, 1886, it appearing upon a re-examination that the deduction of April 26, 1886, was based upon 21 miles each way, instead of 22½ miles by D. C., of February 25, 1886.

Remit 2 44 of the deduction noted in report for April 26, 1886, it appearing upon a re-examination of April 26, 1886, as based upon the half trip being $2.46 for two times-a-week service, for four months of the year, instead of $1.85 for half trip; the service being three times a week from April 1 to November 30 of each year, and twice a week the residue.

Remit 64 of the deduction noted in report for April 26, 1886, it appearing upon a re-examination that the deduction made April 26, 1886, was based upon $2.08 as the price of a half trip, instead of $1.92 per half trip, the correct amount, the service being three times a week additional from June 1 to August 31 of each year.

Remit 1 63 of the deduction noted in report for April 26, 1886, it appearing upon re-examination of the deduction made April 26, 1886, that there was an error in calculation, and that the total deduction should be $8.96, instead of $10.59.

Remit 10 of the deduction noted in report for April 27, 1886, it appearing upon a re-examination that the deduction made April 27, 1886, was based upon an annual pay of $220.65, when it should have been $209.35 per annum, and the half trip $1, instead of $1.05.

Remit 80 of the deduction noted in report for April 27, 1886, it appearing upon a re-examination of the deduction made April 27, 1886, that there was an error in calculation, and that the total deduction should be $10.08, instead of $10.88.

Remit 90 of the deduction noted in report for April 26, 1886, it having been shown that on March 4, sub-contractor traveled over 20 miles of the route and back, so that the failure was over 6 miles, and deduction should be 76 cents.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886.						
May 3	15116	Ellijay to Spring Place	Ga	T. J. Long	$335 00	$1 07
	15116	do	Ga	do		
	15117	Ellijay to Carter's	Ga	S. D. Castleman	156 00	75
	15118	Cartecay to Young Cane	Ga	C. W. Jones	222 00	1 06
	15119	Dahlonega to Ellijay	Ga	S. D. Castleman	946 00	1 51
	15119	do	Ga	do		
	15119	do	Ga	do		
	15122	New Bridge to Dawsonville	Ga	do	247 90	39
	15124	Blairsville to Gaddistown	Ga	E. J. Gilreath	108 00	51
	15125	Blairsville to Morgantown	Ga	M. Queen	195 00	62
	15127	Hiawassee to Blairsville	Ga	A. B. Rogers	109 00	52
	12128	Clayton to Tallulah	Ga	J. Dockins	401 73	64
	15129	Clayton to Hiawassee	Ga	T. J. Allen	555 00	87
	15129	do	Ga	do		
	15129	do	Ga	do		
	15130	Rabun Gap to Burton	Ga	J. H. Reckman	59 00	56
	15371	McRea to Jacksonville	Ga	S. D. Castleman	326 00	1 04
	15415	Smithville to Chopee	Ga	C. C. Morse	208 00	1 00
	15435	Valdosta to Belleville	Ga	S. D. Castleman	247 27	1 18
	15437	Valdosta to Statenville	Ga	do	136 00	1 30
	15439	Homerville to Blount's Ferry	Ga	H. Mahley	300 00	2 88
	15446	Baxley to Nichols	Ga	W. L. Argue	220 00	2 11
	15448	Cochran to Cove Spring	Ga	C. C. Morse	370 00	1 18
	15453	Gaddistown to Quebec	Ga	V. Boreing	78 00	75
	15454	Calhoun to Fairmont	Ga	G. D. Moore	191 00	91
	15455	Excelsior to Swainsborough	Ga	J. C. Jones	456 00	1 50
	15461	Pope's Ferry to Cardsville	Ga	C. C. Morse	132 00	63
	15461	do	Ga	do		
	15472	Blitch to Bay Branch	Ga	R. A. Lawson	123 00	1 18
	15486	Tallapoosa to Oak Level	Ga	H. O. Roop	188 00	90
	15486	do	Ga	do		
	15486	do	Ga	do		
	17108	Rogersville to Prospect Station	Ala	La. F. Matthews	243 00	1 16
	17116	Huntsville to Greenbrier	Ala	C. C. Brassfield	582 95	1 86
	17116	do	Ala	do		
	17116	do	Ala	do		
	17122	Paint Rock to Bean Rock	Ala	C. C. Morse	519 20	1 66
	17122	do	Ala	do		
	17122	do	Ala	do		
	17124	Scottsborough to Valley Head	Ala	J. W. Ellis	475 00	2 28
	20295	Hopkinsville to Greenville	Ky	J. A. Craft	397 00	1 90
	20296	Cadiz to Aurora	Ky	W. H. Smith	348 00	1 11
	20297	Cadiz to Linton	Ky	E. C. Spiceland	129 00	62
	20298	Cadiz to Rock Castle	Ky	Mrs. C. W. Gasty	125 00	60
	20299	Montgomery to Caledonia	Ky	J. A. Craft	96 00	30
	20301	Hartford to Pellville	Ky	do	590 00	1 89
	20301	do	Ky	do		
	20301	do	Ky	do		
	20301	do	Ky	do		
	20301	do	Ky	do		
	20309	Calhoun to Livia	Ky	do	340 00	54
	20311	Slaughtersville to Ashleysburgh	Ky	do	188 00	60
	20312	Providence to Shady Grove	Ky	do	186 00	59
	20312	do	Ky	do		
	20314	Dixon to Slaughtersville	Ky	do	317 00	50
	20314	do	Ky	do		
	20315	Morgantown to Beaver Dam	Ky	do	470 00	75
	20315	do	Ky	do		
	20315	do	Ky	do		
	20315	do	Ky	do		
	20315	do	Ky	do		
	20215	do	Ky	do		
	20317	Caseyville to Morganfield	Ky	W. F. Castellow	263 00	84
	20318	Weston to Princeton	Ky	J. A. Craft	237 00	2 27
	20318	Stone to Princeton	Ky	do	135 76	1 78
	20319	Berry's Lick to Morgantown	Ky	M. W. Thomasson	160 01	76
	20322	Marion to Salem	Ky	E. P. Hill	187 00	59
	20323	Benton to Briensburgh	Ky	J. A. Craft	88 00	28
	20324	Paducah to Benton	Ky	do	777 00	1 24
	20324	do	Ky	do		
	20324	do	Ky	do		
	20324	do	Ky	do		

their pay, and fines and forfeitures remited—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12, 14, 16; Mar. 31, 1886	.....	Failure round trip		
Mar. 29, 1886	.....	Failure on 15 miles	.....	$9 59
Jan. 9, 13; Mar. 31, 1886	.....	Failure round trip	.....	4 50
Jan. 8, 11, 1886	Cartecay	Failure to arrive and depart	.....	2 12
Jan. 9, 11; Mar. 29, 30, 1886	Dahlonega	....do		
Jan. 9, 12, 13; Mar. 30, 31, 1886	Ellijay	....do	$6 04	13 59
Jan. 8, 11, 14, 15; Feb. 3, 5, 27; Mar. 29, 1886	On the route	Failure of carriers to connect		
Jan. 9, 12; Mar. 29, 30, 31, 1886	.....	Failure round trip	.....	3 90
Jan. 8, 12, 15; Mar. 30, 1886	.....	....do	.....	4 08
Jan. 11; Mar. 26, 31, 1886	Morgantown	Failure to arrive and depart	.....	1 86
Jan. 11, 1886	.....	Failure round trip	.....	1 04
Jan. 6, 9, 12, 1886	.....	....do	.....	3 84
Jan. 6, 9, 11, 12, 1886	Clayton	Failure to arrive and depart		
Jan. 12, 13; Mar. 30, 1886	Hiawassee	....do	.....	6 52
Mar. 31, 1886	....do	Failure to arrive		
Jan. 9, 1886	.....	Failure round trip	.....	1 12
Jan. 11, 13, 15, 1886	.....	Failure half trips	.....	3 12
Mar. 20, 1886	.....	Mail wet and damaged	2 00	.....
Mar. 31, 1886	.....	Failure half trip	.....	1 18
Feb. and Mar., 1886	Prescott	Failure to supply	.....	5 00
Jan. 15, 1886	.....	Failure round trip	.....	5 76
Jan. 16, 1886	.....	....do	.....	4 22
Jan. 9, 1886	.....	....do	.....	2 36
Jan. 9, 1886	.....	....do	.....	1 50
Jan. 11, 1886	.....	....do	.....	1 82
Jan. 16, 1886	.....	Failure half trip	.....	1 50
Mar. 30, 1886	.....	Failure round trip		
Jan. 8, 1886	.....	Failure half trip	.....	1 89
Mar. 13, 1886	.....	....do	.....	1 18
Jan. 8, Mar. 30, 1886	.....	Failure round trip		
Mar. 23, 27, 1886	.....	Failure half trip	.....	5 40
Mar. 30, 1886	.....	....do	.....	1 16
Jan. 9, 1886	.....	....do		
Jan. 8, 1886	.....	Failure on 17⅓ miles		
Mar. 31, 1886	.....	Failure on 22½ miles	.....	6 43
In first quarter, 1886	Southern to Bean Rock, 5 miles.	Failure on 5 miles		
Jan. 11, 16, 1886	Southern	Failure to arrive and depart	.....	27 84
Jan. 16; Mar. 31, 1886	Paint Rock	....do		
Mar. 30, 1886	.....	Failure round trip	.....	4 56
Jan. 11; Feb. 5, 1886	.....	Failure total	.....	7 60
Jan. 9; Feb. 4, 1886	.....	....do	.....	4 44
Jan. 9; Feb. 6, 1886	.....	....do	.....	2 48
Jan. 9, 1886	.....	....do	.....	1 20
Jan. 13; Feb. 12, 1886	.....	....do	.....	1 20
Jan. 19; Feb. 4, 11, 18, 1886	Hartford	Failure to arrive		
Jan. 20; Feb. 5, 12, 19, 1886	....do	Failure to depart		
Jan. 11; Feb. 3, 12, 15, 1886	Pellville	Failure to arrive	.....	20 60
Jan. 12; Feb. 4, 13, 16, 1886	....do	Failure to depart		
Jan. 13, 15, 1886	.....	Failure on 26½ miles		
Jan. 9, 12, 1886	.....	Failure total	.....	2 16
Jan. 11, 18, 1886	.....	....do	.....	2 40
Jan. 9, 1886	.....	....do		
Jan. 12, 16, 1886	.....	Failure on 2 miles	.....	1 77
Jan. 9, 1886	.....	Failure round trip		
Jan. 11, 12, 1886	.....	Failure half trips	.....	2 00
Jan. 9, 11, 13, 29; Feb. 3, 15, 17, 18, 1886.	Beaver Dam	Failure to arrive and depart		
Jan. 8, 11, 12, 28; Feb. 2, 15, 16, 18, 1886.	Morgantown	Failure to arrive		
Jan. 9, 11, 13, 29; Feb. 3, 15, 17, 18, 1886.	....do	Failure to depart	.....	14 50
Jan. 23, 1886	.....	Failure on 17 miles		
Feb. 19, 1886	.....	Failure on 13 miles		
Jan. 9, 1886	.....	Failure total	.....	1 68
..... do	.....	Failure on 5 miles		
Feb. 12, 1886	.....	Failure on 19 miles	.....	2 94
Jan. 11, 14; Feb. 4, 1886	.....	Failure round trip	.....	3 04
Jan. 9, 1886	.....	Failure total	.....	1 18
Jan. 9; Feb. 4, 11, 13, 1886	.....	....do	.....	2 24
Feb. 4, 6, 1886	Paducah	Failure to arrive		
Feb. 5, 1886	....do	Failure to depart		
Jan. 9; Feb. 3, 5, 11, 12, 13, 16, 18, 1886.	Benton	Failure to arrive	.....	12 40
Jan. 9; Feb. 4, 6, 11, 12, 13, 15, 17, 18, 1886.	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of service.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 3	20325	Paducah to Paducah	Ky	J. A. Craft	$527 00	$1 68
	20326	Birmingham to Benton	Ky	M. W. Travis	202 50	64
	20326	do	Ky	do		
	20326	do	Ky	do		
	20328	Murray to Aurora	Ky	J. A. Craft	159 00	76
	20332	Mayfield to Murray	Ky	T. C. Davis	225 00	72
	20332	do	Ky	do		
	20332	do	Ky	do		
	20332	do	Ky	do		
	20333	Mayfield to Boydsville	Ky	J. A. Craft	297 00	95
	20333	do	Ky	do		
	20334	Mayfield to Arlington	Ky	do	834 00	1 33
	20336	Woodville to Wickliffe	Ky	do	369 83	1 77
	20337	Dublin to Mayfield	Ky	do	117 00	56
	20339	Wadesborough to Backusburgh	Ky	L. H. Eggner	137 00	65
	20341	Booneville to Hazard	Ky	J. Campbell	517 00	1 65
	20341	do	Ky	do		
	20341	do	Ky	do		
	20344	Aurora to Mayfield	Ky	L. H. Eggner	477 00	1 52
	20345	Viola to Viola	Ky	William A. Gillian	262 83	1 26
	20345	do	Ky	do		
	20345	do	Ky	do		
	20347	Pineville to Tazewell	Ky	B. F. Moss	349 00	1 11
	20347	do	Ky	do		
	20347	do	Ky	do		
	20347	do	Ky	do		
	20348	Cynthiana to Venus	Ky	J. A. Craft	259 00	83
	20349	Somerset to Crab Orchard	Ky	J. M. McKenzie	248 00	1 19
	20350	Allensville to Keysburgh	Ky	J. A. Craft	196 00	31
	20352	Custer to Bewleyville	Ky	R. E. Sutton	150 00	48
	20352	do	Ky	do		
	20353	Pittsburgh to Bernstadt	Ky	J. A. Craft	164 00	26
	20355	Cloverport to Owensburgh	Ky	do	697 00	2 23
	20355	do	Ky	do		
	29233	Arkadelphia to Corinth	Ark	C. R. Driver	966 77	3 13
	29233	do	Ark	do		
	29233	do	Ark	do		
	29243	Benton to Pine Pluff	Ark	J. W. Clegg	530 93	2 55
	29243	do	Ark	do		
	29244	Pine Bluff to Plum Bayou	Ark	S. C. Cabell	388 00	1 86
	29244	do	Ark	do		
	29244	do	Ark	do		
	29244	do	Ark	do		
	29245	Monticello to Tyro	Ark	V. Boreing	262 00	83
	29269	Monticello to Bastrop	Ark	B. W. Beedy	2,245 84	1 90 3 36
	29269	do	Ark	do		
	29278	Hope to Lewisville	Ark	V. Boreing	332 62	1 60
	29278	do	Ark	do		
	29289	New London to Marion	Ark	J. B. Colegrove	130 00	1 25
	29291	Magnolia to Pickler	Ark	V. Boreing	135 69	1 30
	29292	Mount Holly to Magnolia	Ark	B. W. Beedy	395 11	1 26
	29292	do	Ark	do		
	29298	Oppello to Casa	Ark	S. M. Howell	250 00	1 20
	29300	Clarksville to Chadwick	Ark	B. W. Beedy	5,067 78	8 08
	29300	do	Ark	do		
	29301	Van Buren to Boonsborough	Ark	T. J. Shannon	1,240 00	1 97
	29302	Perryville to Conway	Ark	W. F. Hansberger	384 67	1 85
	29302	do	Ark	do		
	29302	do	Ark	do		
	29303	Star City to Selma	Ark	M. R. Diver	368 78	1 77
	29304	Imboden to Ash Flat	Ark	G. C. Brassfield	345 75	1 66
	29305	Indian Bay to Holly Grove	Ark	B. W. Beedy	497 00	1 59
	29306	Lonoke to Groveland	Ark	J. J. Campbell	284 12	1 36
	29306	do	Ark	do		
	29308	Magnolia to Haynesville	Ark	A. E. Boone	449 00	1 43

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11; Feb. 3, 6, 1886	.....	Failure round trips	.....	$6 70
Jan. 9; Feb. 4, 1886	.....	Failure total	.....	9 95
Jan. 12; Feb. 6; Mar. 2, 1886	Benton	Failure to arrive and depart	.....	
Jan. 19, 23; Feb. 11, 13, 16, 18, 20, 25, 27; Mar. 13, 30, 1886.	.....	Failure on 7 miles	.....	
Jan. 9; Feb. 3, 6, 1886	.....	Failure total	.....	4 56
Feb. 3, 5, 1886	Mayfield	Failure to arrive	.....	2 16
Feb. 4, 6, 1886	do	Failure to depart	.....	
Feb. 4, 1886	Murray	Failure to arrive	.....	
Feb. 3, 1886	do	Failure to depart	.....	
Feb. 3, 5, 1886	.....	Failure total	.....	5 01
Jan. 11, 1886	.....	Failure on 12½ miles	.....	
Feb. 3, 1886	.....	Failure total	.....	2 66
Jan. 11, 1886	.....	do	.....	3 54
Jan. 9; Feb. 3, 1886	.....	do	.....	2 24
Jan. 9; Feb. 6, 1886	.....	do	.....	2 60
Jan. 11; Feb. 3, 5, 12; Mar. 31, 1886.	Booneville	Failure to arrive and depart	.....	11 26
Mar. 31, 1886	Hazard	do	.....	
Feb. 10, 1886	do	Failure on 19 miles	.....	
Feb. 3, 5, 1886	Mayfield	Failure to arrive and depart	.....	3 04
Jan. 9, 12, 18, 19, 23, 1886	.....	Failure half trips 1½ postroute	.....	18 40
Jan. 16; Feb. 5, 12, 13; Mar. 27, 30, 1886.	.....	Failure half trips	.....	
Jan. 8, 22, 30; Feb. 2, 1886	.....	Failure on 9 miles one way	.....	
Jan. 11, 15, 22; Feb. 5; Mar. 22, 1886.	.....	Failure total	.....	17 18
Feb. 3, 1886	.....	Failure on 25 miles	.....	
Feb. 12, 1886	.....	Failure on 26 miles	.....	
Mar. 30, 1886	.....	Failure on 23 miles	.....	
Jan. 9, 11, 1886	.....	Failure total	.....	3 32
Jan. 11; Feb. 5, 6, 12, 16, 1886	.....	Failure half trips	.....	5 95
Jan. 9; Feb. 3, 4, 5, 1886	.....	Failure total	.....	2 48
Feb. 20, 1886	.....	do	.....	1 82
Jan. 9, 1886	.....	Failure on 9 miles	.....	
Jan. 1, 9; Feb. 3, 4, 1886	.....	Failure total	.....	2 08
Jan. 11, 1886	.....	do	.....	.....
.....	.....	For being from one to three hours behind schedule time in arriving at Knottsville from Owensborough every time from February 15 to March 31, except two.	$2 00	4 46
Oct. 31, 1885	Corinth	Failure on 27 miles	.....	12 87
Jan. 14; Feb. 4, 1885	do	Failure to arrive and depart	.....	
Feb. 25, 27; Mar. 13, 27, 30, 1885.	.....	Failure on 6 miles	.....	
Jan. 16; Feb. 8, 1885	Benton	Failure to arrive	.....	5 10
Jan. 17; Feb. 9, 1885	do	Failure to depart	.....	
Jan. 8, 12, 1885	Pine Bluff	do	.....	9 30
Jan. 9, 13, 1885	do	Failure to arrive	.....	
Jan. 8, 12, 19, 1885	Plum Bayou	do	.....	
Jan. 9, 13, 20, 1885	do	Failure to depart	.....	
Jan. 2; Mar. 27, 1885	Tyro	Failure to arrive and depart	.....	1 66
Feb. 27, 1885	Hamburgh	Failure to arrive and depart three times a week.	.....	5 67
Mar. 27, 1885	Hamburgh to Poplar Bluff.	Failure on 20 miles three times a week.	.....	
Jan. 8, 26, 1885	Lewisville	Failure to arrive	.....	3 20
Jan. 9, 27, 1885	do	Failure to depart	.....	
Jan. 2, 16; Feb. 27; Mar. 6, 27, 1885.	Marion	Failure on 14 miles	.....	7 61
Jan. 8, 1885	.....	Failure total	.....	2 60
Feb. 10, 1885	Mount Holly	Failure to arrive	.....	3 15
Jan. 8; Feb. 10, 1885	Magnolia	Failure to arrive and depart	.....	
Feb. 3, 1885	Oppello	Failure on 21 miles	.....	1 94
Feb. 2, 3, 4, 1885	Clarksville	Failure to arrive	.....	24 24
Feb. 3, 4, 5, 1885	do	Failure to depart	.....	
Jan. 15, 1886	Van Buren	Failure to arrive and depart	.....	1 97
Feb. 2, 1886	Perryville	Failure to arrive	.....	4 11
Feb. 3, 1886	do	Failure to depart	.....	
Jan. 8, 12, 19, 1886	Conway	Failure on 5½ miles (estimated)	.....	
Feb. 3, 1886	Star City	Failure to arrive and depart	.....	1 77
Feb. 4, 1886	.....	Failure total	.....	3 32
Feb. 3, 5, 1886	.....	do	.....	6 36
Feb. 5, 1886	Groveland	Failure to arrive	.....	1 36
Feb. 6, 1886	do	Failure to depart	.....	
Mar. 27, 1886	Haynesville	Failure to arrive and depart	.....	1 43

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 3	29429	Newport to Rufus	Ark	J. D. Emerson	$116 67	$1 12
	30221	Minden to Ringgold	La	V. Boreing	925 75	38
	30221	do	La	do		1 16
	30221	do	La	do		
	30221	do	La	do		
	30221	do	La	do		
	30221	do	La	do		
	33227	Norton to Shibboleth	Kans	J. D. Emerson	648 00	2 07
	33342	Western Park to Howard	Kans	J. R. Dunlap	143 00	45
	33343	Howard to Elgin	Kans	S. P. Wheeler	1,072 00	1 70
	33343	do	Kans	do		
	33344	Moline to Sedan	Kans	W. H. Smith	534 00	85
	33344	do	Kans	do		
	33346	Grenola to Cedar Vale	Kans	J. D. Emerson	542 00	86
	33346	do	Kans	do		
	33346	do	Kans	do		
	33346	do	Kans	do		
	33347	Weir to Crestline	Kans	C. W. Barkhurst	206 67	66
	33350	Sherman City to Columbus	Kans	B. Magoffin	536 66	85
	33351	Baxter Springs to Coffeeville	Kans	M. A. Thompson	795 00	2 54
	33351	do	Kans	do		
	33351	do	Kans	do		
	33357	Independence to Sedan	Kans	W. H. Smith	560 00	1 79
	33358	do	Kans	B. Magoffin	929 60	1 48
	33358	do	Kans	do		
	33358	do	Kans	do		
	33358	do	Kans	do		
	33359	Coffeyville to Sedan	Kans	J. R. Miner	1,140 00	1 81
	33359	do	Kans	do		
	33360	Cofleyville to Independence	Kans	J. E. Trent	274 25	43
	33362	Otto to Arkansas City	Kans	B. Magoffin	325 35	1 04
	33363	Glen Grouse to Cambridge	Kans	W. H. Smith	116 00	55
	33364	Barton to Wichita	Kans	Cardwell & Duncan	831 05	2 66
	33364	do	Kans	do		
	33366	Winfield to Sedan	Kans	G. W. Leggett	1,232 00	97
						1 99
	33366	do	Kans	do		
	33366	do	Kans	do		
	33366	do	Kans	do		
	33368	Arkansas City to Caldwell	Kans	M. A. Thompson	490 00	1 67
	33368	do	Kans	do		
	33368	do	Kans	do		
	33368	do	Kans	do		
	33374	Augusta to Udall	Kan	do	500 87	1 60
	33374	do	Kans	do		
	33374	do	Kans	do		
	33374	do	Kans	do		
	33374	do	Kans	do		
	33374	do	Kans	do		
	33375	Lorena to Valley Centre	Kans	C. E. Bushnell	560 00	1 79
	33375	do	Kans	do		
	33375	do	Kans	do		
	33376	Towanda to Peabody	Kans	do	335 67	1 61
	33276	do	Kans	do		
	33376	do	Kans	do		
	33376	do	Kans	do		
	33379	McPherson to Peabody	Kans	V. Boreing	562 81	96
						1 25
	33379	do	Kans	do		
	33379	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISIONS.	
			Fines.	Deductions.
Jan. 2, 1886		Failure total		$2 24
		Failure fourteen times a week service.		
Feb. 6, 1886		Failure one trip fourteen times a week service.		
Jan. 8, 1886		Failure total three times a week service.		
Mar. 5, 1886	Ringgold	Failure to arrive and depart	$8 31	4 24
Jan. 23, 1886	Lanesville	Failure to connect with railroad fourteen times a week service.		
Feb. 3, 15, 17, 19, 22, 24; Mar. 3, 8, 10, 12, 17, 22, 29, 1886	Ringgold	Late arrivals three times a week service.		
		Whereas the deduction of April 26, 1886, was calculated on a basis of 37 miles and pay of $452.38 per annum, service having been curtailed and pay decreased from February 1, and failures having taken place in January, therefore deduct		7 56
Jan. 7; Feb. 2, 1886		Failure total		1 80
Feb. 8, 1886	Howard	Failure to depart		11 05
Jan. 8, 9, 22; Feb. 2, 5, 9, 1886	Elgin	Failure to arrive and depart		
Jan. 8; Feb. 2, 5, 1886		Failure total		6 80
Feb. 3, 4, 1886		Failure half trips		
Feb. 2, 3, 8, 1886	Grenola	Failure to arrive		5 16
Feb. 2, 4, 9, 1886	....do	Failure to depart		
....do	Cedar Vale	Failure to arrive		
Feb. 2, 3, 8, 1886	...do	Failure to depart		
Jan. 9; Feb. 2, 1886		Failure total		2 64
Jan. 8; Feb. 2, 1886		....do		3 40
Feb. 2, 1886	Baxter Springs	Failure to arrive and depart		10 16
Jan. 6; Feb. 2, 6, 1886	Coffeyville	Failure to arrive		
Jan. 8; Feb. 3, 5, 1886	....do	Failure to depart		
Feb. 2–3, 4–5, 1886		Failure total		7 16
Jan. 8; Feb. 2, 3, 1886	Independence	Failure to arrive		11 84
Jan. 8; Feb. 2, 4, 1886	... do	Failure to depart		
Jan. 8; Feb. 2, 3, 8, 9, 1886	Sedan	Failure to arrive		
Jan. 9; Feb. 2, 3, 9, 10, 1886	....do	Failure to depart		
Jan. 8; Feb. 2, 3; Mar. 5, 1886	Coffeyville	Failure to arrive and depart		16 29
Jan. 8, 9; Feb. 2, 3; Mar. 4, 1886.	Sedan	....do		
Jan. 8; Feb. 2, 1886		Failure total		1 72
Feb. 2, 9, 11, 1886	Arkansas City	Failure to arrive and depart		3 12
Feb. 2, 9, 1886		Failure total		2 20
Feb. 8, 1886	Burden	Failure to arrive and depart		13 30
Jan. 7, 9; Feb. 2, 4, 1886	Wichita	Failure to arrive and depart		
Jan. 8; Feb. 2, 5, 8, 9, 1886		Failure on 21 miles, 6 times a week service.		19 60
Feb. 3, 4, 1886		Failure half trips, 6 times a week service.		
Feb. 3, 8, 1886	Sedan	Failure to arrive and depart, 3 times a week.		
Feb. 4, 6, 1886	Dexter	Failure to arrive and depart, 3 times a week.		
Feb. 2, 6, 1886	Arkansas City	Failure to arrive		8 63
Feb. 2, 6, 1886	Arkansas City	Failure to arrive		
Feb. 3, 1886	....do	Failure to depar		
Jan. 8; Feb. 3, 5, 10, 1886	Caldwell	Failure to arrive		
Jan. 9; Feb. 4, 6, 11, 1886	....do	Failure to depart		
Jan. 9; Feb. 2, 1886	Augusta	Failure to arrive		6 40
Jan. 8; Feb. 3, 1886	....do	Failure to depart		
..... do	Udall	Failure to arrive		
Jan. 9; Feb. 2, 1886	... do	Failure to depart		
Jan. 7, 1886	Lorena	Failure to arrive		2 68
Jan. 8, 1886	Valley Centre	..... do		
Jan. 7, 1886	... do	Failure to depart		
Feb. 3; Mar. 13, 1886	Towanda	Failure to arrive		6 44
Feb. 2; Mar. 12, 1886	....do	Failure to depart		
Jan. 8; Mar. 12, 1886	Peabody	Failure to arrive		
Jan. 9; Mar. 13, 1886	....do	Failure to depart		
Jan. 7, 23; Feb. 2; Mar. 9, 29, 1886.	McPherson	Failure to arrive and depart 3 times a week.		21 14
Jan. 7, 23; Feb. 2; Mar. 20, 1886.	Spring Valley	Failure to arrive and depart 3 times a week.		
Jan. 4, 8, 15, 18, 22, 25, 29; Feb. 5, 12; Mar. 12, 1886.	Peabody	Failure to arrive and depart 2 times a week.		

Fines imposed on contractors and deductions from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—contiaued.				
1886. May 3	33380	McPherson to Newton.....	Kans ..	C. E. Bushnell	$624 02	$2 00
	33380	.....do	Kans ..	.....do	.....	.....
	33380	.....do	Kans ..	.....do	.....	.....
	33380	.....do	Kans ..	.....do	.....	.....
	33381	McPherson to Hutchinson	Kans ..	W. A. Cardwell.....	620 54	1 98
	33381	.....do	Kans ..	.....do	.....	.....
	33381	.....do	Kans ..	.....do	.....	.....
	33381	.....do	Kans ..	.....do	.....	.....
	33382	.....do	Kans ..	M. A. Thompson.....	535 00	1 71
	33382	.....do	Kans ..	.....do	.....	.....
	33382	.....do	Kans ..	.....do	.....	.....
	33382	.....do	Kans ..	.....do	.....	.....
	33382	.....do	Kans ..	.....do	.....	.....
	33384	Lake View to Burton	Kans ..	W. H. Smith.....	280 50	90
	33386	Lindsborg to Ellsworth.....	Kans ..	D. F. Thomas	689 00	51
						1 77
	33386	.....do	Kans ..	.....do	.....	.....
	33386	.....do	Kans ..	.....do	.....	.....
	33386	.....do	Kans ..	.....do	.....	.....
	33386	.....do	Kans ..	.....do	.....	.....
	33389	Burrton to Mount Hope.....	Kans ..	B. Magoffin.....	321 24	51
	33390	Wichita to Hutchinson	Kans ..	J. R. Tupper.....	694 00	2 22
	33390	.....do	Kans ..	.....do	.....	.....
	33390	.....do	Kans ..	.....do	.....	.....
	33390	.....do	Kans ..	.....do	.....	.....
	33395	Wellington to Arkansas City..	Kans ..	J. D. Emerson.....	647 40	1 11
	33395	.....do	Kans ..	.....do	.....	47
	33395	.....do	Kans ..	.....do	.....	.....
	33395	.....do	Kans ..	.....do	.....	.....
	33395	.....do	Kans ..	.....do	.....	.....
	33395	.....do	Kans ..	.....do	.....	.....
	33395	.....do	Kans ..	.....do	.....	.....
	33399	Albion to Roy.....	Kans ..	B. Magoffin	135 00	43
	33579	Kinsley to Avilla.....	Kans ..	C. V. Meserole.....	2,547 48	3 70
						70
	33579	.....do	Kans ..	.....do	.....	.....
	33579	.....do	Kans ..	.....do	.....	.....
	33579	.....do	Kans ..	.....do	.....	.....
	33579	.....do	Kans ..	.....do	.....	.....
	33579	.....do	Kans ..	.....do	.....	.....
		STEAMBOAT SERVICE.				
	19097	Johnsonville to Waterloo.....	Tenn ..	E. O. Hopkins	3,000 00	14 42
	19097	.....do	Tenn ..	.....do	.....	.....
		RAILROAD SERVICE.				
	11005	Newport News to Huntington	Va	C. & O. Rwy	58,970 99	.....
	11013	Lynchburgh to Bristol.....	Va	N. & W. Rwy	37.574 85	51 47
	11021	Hagerstown to Roanoke	Va	S. Valley Rwy	32,804 64	44 93
	11021	.....do	Va	.....do	.....	.....
	11021	.....do	Va	.....do	.....	.....
	11021	.....do	Va	.....do	.....	.....
	11021	.....do	Va	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 5, 7, 12, 19, 23, 28, 30; Feb. 4, 11, 1886.	McPherson	Failure to arrive		
Jan. 4, 6, 8, 18, 22; Feb. 3, 10, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 11, 15, 18, 25, 28; Feb. 3, 10, 15, 19, 1886.	Newton	Failure to arrive	.....	$39 00
Jan. 5, 7, 9, 12, 16, 19, 26, 28; Feb. 4, 16, 20, 1886.	do	Failure to depart		
Jan. 5, 7, 9, 16, 19, 23; Feb. 2, 11; Mar. 11, 1886.	Hutchinson	Failure to arrive		
Jan. 4, 6, 8, 18, 22; Feb. 3, 10; Mar. 10, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 11, 15, 18, 22, 29; Feb. 3; Mar. 10, 1886.	Atchison	Failure to arrive	.....	36 63
Jan. 5, 7, 9, 12, 16, 19, 23, 30; Feb. 4; Mar. 11, 1886.	do	Failure to depart		
Jan. 6, 8, 11, 18, 22, 27; Feb. 5, 10, 1886.	McPherson	Failure to arrive		
Jan. 5, 7, 9, 16, 19, 26, 1886	do	Failure to depart		
Jan. 5, 7, 9, 12, 16, 19, 21, 23, 26, 1886.	Hutchinson	Failure to arrive	.....	35 91
Jan. 1, 8, 11, 13, 18, 20, 22, 25, 27, 1886.	do	Failure to depart		
Feb. 2, 4, 6, 9, 11, 13, 16, 18, 20, 1886.	.....	Failure on 10 miles		
Jan. 6, 8, 22; Feb. 3, 1886	Lake View	Failure to arrive and depart	.....	3 60
Jan. 5, 7, 8, 22, 1886	.....	Failure on 10 miles		
Jan. 1, 5, 8, 15, 19, 29, 1886	Ellsworth	Failure to arrive		
Jan. 2, 6, 9, 16, 20, 30, 1886	do	Failure to depart 2 times a week service	.....	21 78
Jan. 5, 12, 19, 23, 1886	Marquette	Failure to arrive		
Jan. 4, 8, 18, 29, 1886	do	Failure to depart 3 times a week service.		
Jan. 7; Feb. 2, 1886	.....	Failure total	.....	2 04
Jan. 8; Feb. 3, 1886	Wichita	Failure to arrive		
Jan. 9; Feb. 4, 1886	do	Failure to depart		
Jan. 4, 11; Feb. 1, 8, 1886	Hutchinson	Failure to arrive	.....	9 99
Jan. 8, 1886	do	Failure to depart		
Jan. 15, 1886	Wellington	Failure to arrive		
Jan. 16, 1886	do	Failure to depart 3 times a week service.		
Jan. 9, 1886	Genda Springs	Failure to arrive		
Jan. 8, 1886	do	Failure to depart 3 times a week service.	.....	4 10
Jan. 8; Feb. 2, 1886	Arkansas City	Failure to arrive		
Jan. 7; Feb. 2, 1886	do	Failure to depart		
do	Genda Springs	Failure to arrive		
Jan. 8; Feb. 2, 1886	do	Failure to depart 6 times a week service.		
Jan. 7; Feb. 2, 9, 1886	.....	Failure total	.....	2 58
Jan. 2, 4, 7, 20; Feb. 1, 2, 4, 9, 1886.	Protection	Failure to arrive		
Jan. 4, 5, 21, 23; Feb. 2, 3, 5, 10, 1886.	do	Failure to depart 6 times a week service.		
Jan. 5, 4, 21, 23; Feb. 2, 3, 5, 10, 1886.	Kinsley	Failure to arrive	.....	59 90
Jan. 2, 4, 7, 20; Feb. 1, 2, 4, 9, 1886.	do	Failure to depart 6 times a week service.		
Jan. 22, 1886	do	Failure to arrive and depart 3 times a week.		
Mar. 31, 1886	Johnsonville	Failure to depart	.....	50 47
Jan. 12, 19, 26, 1886	Waterloo	Failure to arrive and depart		
Jan. 4, 1886	Hinton to Kanawha Falls.	Failure both ways, 60.62 miles	.....	23 01
Feb. 5, 10, 1886	Lynchburgh	Failure to connect	$51 50	.....
Jan. 10, 1886	Hagerstown	Failure to arrive and depart		
Jan. 11, 19, 1886	do	Failure to depart		
Mar. 31, 1886	do	Failure to arrive	.....	157 25
Jan. 9, 1886	Roanoke	do		
Mar. 31, 1886	do	do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. May 3	11028	Danville to Stuart	Va	D. & N. R. Rwy	$3,271 23	
	11036	Hicksford to Margarettsville	Va	M. Valley Rwy	802 41	$1 28
	23055	Decatur to Indianapolis	Ill	I. D. & S. Rwy	10,262 92	14 05
						7 56
	23077	White Heath to Decatur	Ill	A. J. Thomas, receiver	1,461 80	2 17
	23083	Bates to Grafton	Ill	W. St. L. & P. Rwy	3,505 86	5 60
	22083	....do	Ill	....do		
	24001	Toledo to Detroit	Mich	L. S. & M. S. Rwy	10,709 79	17 10
						8 55
	24002	Jonesville to Lansing	Mich	....do	4,018 87	6 42
	24010	Jackson to Grand Rapids	Mich	Mich. Central Rwy	11,905 35	16 30
						6 00
	24017	Detroit to Howard	Mich	D. L. & N. Rwy	20,750 55	33 14
						16 57
	24019	Toledo to Allegan	Mich	M. & O. Rwy	6,135 11	9 80
	24020	Toledo to South Lyon	Mich	T. A. A. & C. T. Rwy	3,259 67	5 20
	24035	Toledo to Detroit	Mich	Mich. Central Rwy	10,429 16	14 28
						4 99
		Remissions.				
		STAR SERVICE.				
	18380	Wilcox to McCool	Miss	H. V. Childress	674 72	1 07
	33267	Eskridge to Topeka	Kans	M. A. Thompson	582 31	1 86
		STAR SERVICE.				
May 4	8487	Towanda to Marshview	Pa	Z. T. Carpenter	347 00	55
	8498	Big Pond to Lowman	Pa	....do	370 00	59
	8498	....do	Pa	....do		
	8737	Paulton to Oakland Cross-Roads	Pa	....do	320 00	51
	8741	Circleville to Irwin	Pa	....do	217 00	17
	8796	Hayes Station to Beamville	Pa	....do	321 27	25
	8796	....do	Pa	....do		
	8921	Black Hawk to Negley	Pa	....do	320 00	51
	8921	....do	Pa	....do		
	8968	North Springfield to Cherry Hill.	Pa	....do	420 00	13 40
	8968	....do	Pa	....do		
	9005	Imperial to North Star	Pa	....do	217 00	34
	10265	Westminster to Libertytown	Pa	B. W. Beedy	590 00	94
	10365	....do	Pa	....do		
	10365	....do	Pa	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Failure both ways between Spencer and Stuart (19.21 miles) Feb. 3; Danville and Martinsville (43.28 miles), Feb. 16; Danville and Spencer (57.31 miles), Mar, 2, and over the route (76.52 miles), Mar. 31, 1886.	.....	$26 81
Jan. 25, 1886	Margarettsville	Failure to arrive and depart	.....	1 28
.....	.....	Indianapolis: Failed to connect with depending mails as follows: No 2, Feb. 9, and No. 4 Jan 4, 7, 21, 26, 28, 30; Feb. 3, 5, 6; Mar. 18, 1886.	$41 50	.....
.....	.....	Decatur: Failed to connect with depending mails Jan. 13, 19, 21, 25, 29, 1886.	11 00	.....
Jan. 12, 1886	Grafton	Failure to depart	.....	56 36
Jan. 1, to 11, 1886	.....	Only three times a week service performed.		
Nov. 19, 1886	Detroit	Failure to connect	4 25	.....
Mar. 10, 1886	Jonesville	Failure to depart with mail	.....	3 21
.....	.....	Grand Rapids: Failed to connect with depending mails as follows: No 101, Jan. 21, Feb. 2; No. 105, Feb. 25; No. 107, Jan. 20, 22, Mar. 10, 1886.	18 00	.....
.....	.....	Detroit: Train No. 10 failed to connect with depending mails Mar. 5, 1886.	8 25	.....
.....	.....	Toledo: Train No. 31 failed to connect with depending mails Feb. 4, 6, 12, 17; Mar. 12, 19, 1886.	29 50	.....
.....	.....	Toledo: Train No. 3 failed to connect with depending mails Mar. 5, 1886.	2 75	.....
.....	.....	Toledo: Train No. 307 failed to connect with depending mails Jan. 11, 12, 14, 23, Feb. 12, Mar. 11, 1886 Detroit: Train No. 302, Dec. 7, 1885, and No. 306, Feb. 3, 1886.	20 00	.....

Remit $1 04 of the deduction noted in report for April 26, 1886, it having been shown that the price of half trip should have been $0.55, the annual pay being $347.00.

Remit 20 of the deduction noted in report of April 27, 1886, it having been shown by reviewing the calculation that an error was made of 20 cents.

Jan. 9, 1886	.....	Failure total	.....	$1 10
Jan. 5, 6, 9, 1886	Lowman	Failure to arrive and depart	.....	2 36
Jan. 9, 1886	Big Pond	....do		
Jan. 11, 1886	.....	Failure total	.....	1 02
Jan. 4, 6, 8, 9, 11, 15; Feb. 22, 1886.	.....	Failure total of 1 trip each	.....	2 38
Jan. 11, 1886	.....	Failure on 5 miles six times a week.	.....	1 52
Jan. 12, 1886	.....	Failure on 10 miles three times a week service.		
Jan. 9, 11; Feb. 26; Mar. 23, 1886.	.....	Failure on 8 miles	.....	4 53
Jan. 12; Feb. 13, 1886	.....	Failure on 4 miles		
Jan. 4, 5, 6, 7, 8, 9; Feb. 13, 15; Mar. 16, 17, 18, 19, 20, 22, 23, 24, 26, 27, 30, 1886.	.....	Failure on 2½ miles twelve times a week service.	.....	6 26
Jan. 11, 1886	On the route	Failure total		
Jan. 9, 11, 12; Feb. 4, 1886	.....	....do	.....	2 72
Jan. 9, 1886	.....	Failure on 12 miles	.....	2 95
Jan. 11, 1886	Libertytown	Failure to arrive and depart		
Jan. 12, 1886	Westminster	....do		

Fines imposed upon contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1882.						
May 4	15135	Cleveland to Dahlonega	Ga	E. W. Oakes	$223 50	$0 71
	15137	Gainesville to Dahlonega	Ga	S. D. Castleman	536 00	85
	15137	do	Ga	do		
	15138	Belton to Homer	Ga	J. H. Prittsbett	175 00	56
	15138	do	Ga	do		
	15144	Carnesville to Harmony Grove	Ga	S. D. Castleman	246 00	1 18
	15144	do	Ga	do		
	15145	Carnesville to Martins	Ga	H. J. Cox	264 00	42
	15146	Carnesville to Parker's Store	Ga	E. T. Cason	131 00	62
	15146	do	Ga	do		
	15147	Barnesville to Reed's Creek	Ga	W. M. Bowers	119 00	57
	15148	Royston to Danielsville	Ga	do	217 00	69
	15149	Elberton to Montevideo	Ga	T. M. Boggs	148 00	71
	15149	do	Ga	do		
	15150	Elberton to Lincolnton	Ga	C. C. Morse	416 00	2 00
	15153	Danielsville to Carnesville	Ga	S. D. Castleman	246 00	78
	15153	do	Ga	do		
	15154	Danielsville to Elberton	Ga	E. T. Cason	360 00	1 73
	17125	Scottsborough to Guntersville	Ala	T. J. Coffey	617 00	1 87
	17125	do	Ala	do		
	17125	do	Ala	do		
	17127	Scottsborough to Fort Payne	Ala	N. C. May	390 00	1 87
	17130	Woodville to Guntersville	Ala	T. J. Coffee	1,000 00	1 59
	17130	do	Ala	do		
	17131	Barton to Bel Green	Ala	Allen & Haley	312 00	1 50
	17132	Cherokee to Allsborough	Ala	G. W. Chambers	152 00	48
	17137	Bel Green to Hamilton	Ala	Hale & Haley	364 00	1 75
	17141	Russellville to Haley's	Ala	V. Forrester	490 38	1 57
	17147	Town Creek to Mount Hope	Ala	Allen & Haley	364 00	1 75
	17152	Somerville to Whitesburgh	Ga	G. C. Brassfield	380 24	1 21
	17152	do	Ala	do		
	17153	Somerville to Guntersville	Ala	T. J. Coffey	747 00	2 39
	17155	Albertville to Brooksville	Ala	F. S. Smith	137 00	1 31
	17155	do	Ala	do		
	17159	Guntersville to Atalla	Ala	G. C. Brassfield	498 00	1 59
	17159	do	Ala	do		
	17162	Collinsville to Floy	Ala	Stone & Case	189 00	60
	17162	do	Ala	do		
	17264	Carrollton to Columbus	Ala	Z. T. Carpenter	1,280 00	2 03
	20359	Rinaldo to Princeton	Ky	W. F. Costellow	235 50	75
	20359	do	Ky	do		
	20360	Franklin to Adairville	Ky	J. A. Craft	317 00	1 01
	20360	do	Ky	do		
	20366	Owenton to Holbrook	Ky	do	143 00	68
	20367	Vine Grove to Big Spring	Ky	do	216 70	34
	20368	Rocky Hill Station to Rocky Hill.	Ky	do	213 41	68
	20369	Monticello to Travisville	Ky	do	284 00	1 36
	20369	do	Ky	do		
	20369	do	Ky	do		
	20369	do	Ky	do		
	20370	Burtonville to Maysville	Ky	R. P. Pollitt	154 00	49
	20370	do	Ky	do		
	20371	Albany to Burkesville	Ky	E. B. Carter	300 00	96
	20371	do	Ky	do		
	20371	do	Ky	do		
	20373	Jamestown to Cain's Store	Ky	A. Easley	142 98	68
	20373	do	Ky	do		
	20373	do	Ky	do		
	20374	Salyersville to Paintsville	Ky	G. W. Collins	468 00	74
	20374	do	Ky	do		
	20374	do	Ky	do		
	20374	do	Ky	do		
	20374	do	Ky	do		
	20375	Jackson to Hazard	Ky	William O. Davis	339 00	1 62
	20375	do	Ky	do		
	20375	do	Ky	do		
	20378	Beattyville to Booneville	Ky	H. Hogg	235 00	37
	20378	do	Ky	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 14; Mar. 30, 1886		Failure round trip		$4 26
Jan. 11, 1886		do		2 55
Mar. 30, 1886	Dahlonega	Failure to arrive and depart		
Jan. 2, 1886	Belton	do		1 12
Jan. 9, 1886	Homer	do		
Mar. 30, 1886	Carnesville	do		4 72
Jan. 5, 12; Mar. 30, 1886	Harmony Grove	do		
Jan. 4, 9; Mar. 30, 31, 1886		Failure round trip		3 36
Jan. 9; Mar. 31, 1886	Carnesville	Failure to arrive and depart		3 10
Jan. 9, 16; Mar. 30, 1886	Parker's Store	do		
Jan. 9, 13, 1886		Failure round trip		2 28
Jan. 5; Mar. 30, 1886	Danielsville	Failure to arrive and depart		1 38
Jan. 16, 1886		Failure on 7 miles		1 58
Mar. 31, 1886		Failure on 12 miles		
Jan. 4, 1886	Elberton	Failure to arrive and depart		2 00
Jan. 9, 11; Mar. 31, 1886	Danielsville	do		4 68
do	Carnesville	do		
Jan. 5, 12, 15; Mar. 29, 1886		Failure round trip		13 84
Jan. 1, 4, 6, 15, 1886	Scottsborough	Failure to arrive and depart		24 61
Jan. 5, 7, 9, 12, 14, 26, 1886	Guntersville	do		
Mar. 30, 1886		Failure on 23¾ miles		
Jan. 5, 9, 12; Mar. 30, 1886		Failure half trips		7 48
Jan. 9, 1886		Failure half trip		1 59
Mar. 30, 1886		Mail wet and damaged	$2 00	
Jan. 23, 1886		Failure round trip		3 00
Jan. 9, 16, 23; Feb. 3, 1886		Failure round trips		3 84
Jan. 11, Mar. 29, 1886		Failure half trips		3 50
Mar. 27, 29, 1886		do		3 14
Jan. 12, 1886		Failure round trip		3 50
Jan. 4, 1886		Failure on 13 miles and back		6 37
Nov. 9, 1885; Jan. 12, 16; Mar. 31, 1886.		Failure half trips		
Jan. 4, 7, 11, 12, 13, 14, 15; Mar. 30, 31, 1886		do		21 51
Mar. 27, 1886		Failure round trip		3 93
Jan. 9, 1886		Failure half trip		
do		Failure round trip		9 54
Jan. 5, 12; Mar. 29, 31, 1886		Failure half trip		
Jan. 2, 4, 7, 9, 1886		Failure half trips		4 80
Jan. 27, 29, 1886		Failure round trips		
Mar. 30, 1886		Failure round trip		4 06
Jan. 9, 11, 23, 1886		Failure total		5 25
Jan. 13, 1886	Princeton	Failure to arrive and depart		
Jan 9; Feb. 4, 6, 1886		Failure total		7 07
Jan. 12, 1886		Failure half trip		
Jan. 11, 1886		Failure on 10¾ miles		1 32
Jan. 9, 11, 12, 1886		Failure total		2 04
Jan. 9; Feb. 4, 6, 1886		do		4 08
Jan. 9, 1886		Failure on 7 miles		7 69
Jan. 12, 1886		Failure on 11¼ miles		
Feb. 12; Mar. 30, 1886		Failure on 12 miles		
Mar. 27, 31, 1886		Failure on 10 miles		
Jan. 9, 1886		Failure total		1 71
Jan. 12, 1886		Failure on 12 miles		
Jan. 9, 14; Feb. 4, 6, 1886	Albany	Failure to arrive and depart		8 64
Jan. 12, 15, 16; Feb. 3, 5, 1886	Burkesville	Failure to arrive		
Jan. 13, 15, 17; Feb. 4, 6, 1886		Failure to depart		
Jan. 12; Feb. 9, 1886		Failure total		4 82
Jan. 13, 1886	Jamestown	Failure to arrive and depart		
Jan. 9; Feb. 6, 1886		Failure on 11 miles		
Jan. 9, 13; Feb. 4, 5, 6, 12; Mar. 31, 1886.	Salyersville	Failure to arrive and depart		
Jan. 4, 6, 9, 12; Feb. 3, 5, 6, 12; Mar. 27, 30, 31, 1886.	Paintsville	Failure to arrive		
Jan. 13; Feb. 4, 5, 6, 12; Mar. 30, 31, 1886.	do	Failure to depart	74	11 84
Jan. 12, 1886	Salyersville	Failure to connect		
Feb. 9, 1886	Paintsville	do		
Feb. 5, 12; Mar. 23, 1886	Jackson	Failure to arrive and depart		
Jan. 13, 16; Feb. 3, 6, 13; Mar. 24, 1886.	Hazard	Failure to arrive		13 77
Jan. 14; Feb. 4, 8, 15; Mar. 25, 1886.	do	Failure to depart		
Jan. 9; Feb. 3, 1886		Failure total		1 58
Feb. 5, 1886	Booneville	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1866.						
May 4	20379	Hazard to Hindman	Ky	William O. Davis	$248 00	$0 79
	20379	do	Ky	do		
	20379	do	Ky	do		
	20380	Paintsville to Inez	Ky	J. A. Craft	276 00	1 32
	20380	do	Ky	do		
	20385	Rochester to Rockfield	Ky	I. H. White	256 00	1 23
	20385	do	Ky	do	293 00	1 41
	20385	do	Ky	do		
	20385	do	Ky	do		
	20385	do	Ky	do		
	20385	do	Ky	do		
	20385	do	Ky	do		
	20385	do	Ky	do		
	20388	Murray to Benton	Ky	W. H. Smith	180 00	86
	20388	do	Ky	do		
	20389	Wadesburgh to Florence Station.	Ky	L. H. Eggner	295 00	1 41
	20389	do	Ky	do		
	20389	do	Ky	do		
	20390	Poole's Mill to Dixon	Ky	G. W. Chambers	149 99	72
	20390	do	Ky	do		
	20390	do	Ky	do		
	20391	Henderson to Morganfield	Ky	P. T. Lewis	424 00	1 35
	26391	do	Ky	do		
	20392	West Fork to Pembroke	Ky	J. A. Craft	186 00	59
	20392	do	Ky	do		
	20393	Hardinsburgh to Leitchfield	Ky	Smith & Beard	324 50	1 56
	20393	do	Ky	do		
	20395	Hill Grove to Stephensport	Ky	W. F. Costellow	355 10	1 13
	20385	do	Ky	do		
	20398	Madisonville to Dalton	Ky	A. F. Winstead	250 00	80
	20398	do	Ky	do		
	20398	do	Ky	do		
	20403	Owenton to Georgetown	Ky	J. A. Craft	1,196 00	1 91
	20403	do	Ky	do		
	20405	Prestonburgh to Canada	Ky	do	210 00	2 01
	20405	do	Kv	do		
	20405	do	Ky	do		
	20406	Edmonton to Red Lick	Ky	J. H. Previtt	59 00	28
	20408	Manchester to McKee	Ky	J. A. Craft	262 29	1 26
	20408	do	Ky	do		
	20411	Plum Lick to Paris	Ky	do	194 00	62
	20412	Merrill to See	Ky	G. See	104 00	50
	20412	do	Ky	do		
	20414	Roseville to Red Boiling Springs	Ky	J. A. Craft	317 00	1 52
	20414	do	Ky	do		
	20414	do	Ky	do		
	20415	Harlan to Hazard	Ky	William O. Davis	339 00	1 62
	20415	do	Ky	do		
	20415	do	Ky	do		
	20415	do	Ky	do		
	20423	Denmark to Jamestown	Ky	C. I. Medaris	89 95	43
	20424	Jackson to Salyersville	Ky	J. A. Craft	270 00	1 29
	2817[illegible]	Kansas City to Edgerton	Mo	W. H. Smith	539 41	1 72
	29311	Mountain View to Clinton	Ark	A. E. Boone	196 00	1 88
	29311	do	Ark	do		
	29312	Yellville to Jasper	Ark	B. W. Beedy	249 00	2 39
	29312	do	Ark	do		
	29312	do	Ark	do		
	29312	do	Ark	do		
	29315	Sunk Land to Brookland	Ark	M. R. Diver	333 00	1 06
	29318	Little Rock to Mountain Valley	Ark	B. W. Beedy	468 00	4 50
	29318	do	Ark	do		
	29318	do	Ark	do		
	29310	Bradford to Wolf Bayou	Ark	V. Boreing	439 38	2 11
	29324	Arkadelphia to Holly Springs	Ark	B. W. Beedy	484 48	2 32

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 6, 9, 11, 13; Mar. 20, 23, 1886.	Hazard	Failure to arrive		
Feb. 3, 5, 8, 10, 12; Mar. 19, 22, 31, 1886.	do	Failure to depart	.....	$13 82
Dec. 14, 1885; Jan. 18, 22, 25; Feb. 3, 5, 8, 10, 12, 15, 1886.	Hindman	Failure to arrive and depart		
Feb. 5, 1886	.....	Failure total	.....	10 32
Jan. 11, 18; Feb. 8, 12, 1886	.....	Failure on 16 miles		
Jan. 22, 1886	.....	Failure on 4 miles		
Jan. 12, 1885	.....	Failure on 8 miles		
Jan. 9, 13, 1886	.....	Failure on 9 miles		
Mar. 27, 31, 1886	.....	Failure on 10 miles		
Jan. 16, 1886	.....	Failure on 11 miles	.....	9 90
Mar. 12, 30, 1886	.....	Failure on 12 miles		
Feb. 5, 1886	.....	Failure on 16 miles		
Feb. 3, 6, 1886	.....	Failure on 18 miles		
Feb. 4, 1886	.....	Failure total	.....	3 34
Feb. 11, 1886	.....	Failure on 17 miles		
Feb. 5, 1886	.....	Failure total		
Jan 8, 1886	.....	Failure on 8 miles	.....	5 76
Feb. 2, 1886	.....	Failure on 16 miles		
Jan. 9, 1886	Poole's Mill	Failure to arrive and depart		
Jan. 9, 23, 1886	Dixon	do	.....	3 65
Jan. 16, 30, 1886	.....	Failure on 6½ miles		
Jan. 11, 1886	.....	Failure total	.....	4 62
Feb. 12, 1886	.....	Failure on 18½ miles		
Jan. 5, 9, 14; Feb. 2, 4, 1886	West Fork	Failure to arrive and depart	.....	5 90
Jan. 2, 9, 14; Feb. 2, 4, 1886	Pembroke	do		
Jan. 5, 15, 19, 22, 29; Feb. 16, 19, 26; Mar. 30, 1886.	.....	Failure on 12 miles	.....	12 06
Mar. 12, 1886	.....	Failure on 8 miles		
Jan. 9, 11, 1886	.....	Failure on 14 miles	.....	3 77
Jan. 11, 1886	.....	Failure on 10 miles		
Feb. 11, 1886	.....	Failure total	.....	1 60
Jan. 2, 1886	.....	Mail wet	$1 50	.....
Jan. 5, 1886	.....	Lock lost		
Jan. 12, 13, 1885	.....	Failure total	.....	10 70
Jan. 11, 1886	.....	Failure on 28½ miles		
Jan. 14, 21; Mar. 25, 1886	Prestonburgh	Failure to arrive		
Jan. 12, 19; Mar. 23, 30, 1886	do	Failure to depart	.....	17 08
Jan. 23; Feb. 3, 10; Mar. 24, 31, 1886.	Canada	Failure to arrive and depart		
Jan. 9, 16; Feb. 3, 6, 1886	.....	Failure total	.....	2 24
Feb. 5, 1886	Manchester	Failure to arrive and depart	.....	2 52
Feb. 6, 1886	McKee	do		
Jan. 11, 1886	.....	Failure total	.....	1 24
Jan. 11; Mar. 30, 1886	.....	do	.....	2 50
Feb. 6, 1886	Merrill	Failure to arrive and depart		
Feb. 5, 1886	.....	Failure total		
Jan. 19; Feb. 12, 1886	.....	Failure on 13 miles	.....	7 09
Mar. 30, 1886	.....	Failure on 18 miles		
Jan. 6, 13, 16, 20; Feb. 6, 10; Mar. 13, 15, 20, 27, 31, 1886.	Harlan	Failure to arrive		
Jan. 7, 14, 18, 21; Feb. 8, 11; Mar. 15, 22, 29, 1886.	do	Failure to depart	81	27 54
Jan. 12, 15, 19; Feb. 2, 5, 12; Mar. 30, 1886.	Hazard	Failure to arrive and depart		
Mar. 17, 1886	Harlan	Failure to connect		
Jan. 9; Feb. 3, 1886	.....	Failure total	.....	1 72
Jan. 9, 1886	Salyersville	Failure to arrive and depart	.....	1 29
.....	.....	For persistent refusal to perform service in accordance with contract and schedule.	25 00	.....
Jan. 8, 15; Feb. 5, 12, 1886	Mountain View	Failure to arrive and depart	.....	9 40
Feb. 6, 1886	Clinton	do		
Feb. 5, 19, 1886	Yellville	Failure to arrive		
Feb. 6, 20, 1886	do	Failure to depart	.....	9 56
Jan. 8; Feb. 5, 1886	Jasper	do		
Jan. 9; Feb. 6, 1886	do	Failure to arrive		
Jan. 11; Feb. 3, 5, 1886	.....	Failure total	.....	6 36
Jan. 14, 1886	.....	Failure on 15 miles		
Feb. 11, 1886	.....	Failure on 41 miles	.....	11 50
Feb. 25; Mar. 4, 1886	.....	Failure on 11 miles		
Feb. 5, 8, 1886	.....	Failure total	.....	8 44
Feb. 2, 5, 30, 1886	Holly Springs	Failure on 9 miles	.....	3 48

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 4	29325	Searcy to Clinton	Ark	T. I. Hicks	$753 26	$1 69
	29325	do	Ark	do		1 99
	29325	do	Ark	do		
	29325	do	Ark	do		
	29325	do	Ark	do		
	29325	do	Ark	do		
	29325	do	Ark	do		
	29325	do	Ark	do		
	29326	Judsonia to Little Red	Ark	B. B. Beane	244 68 253 02	1 17 1 21
	29326	do	Ark	do		
	29328	South Bend to Varner	Ark	J. H. Tinsley	253 00	81
	29328	do	Ark	do		
	29329	Batesville to Melbourne	Ark	J. A. Hinkle	1,010 25	1 60
	29329	do	Ark	do		
	29329	do	Ark	do		
	29329	do	Ark	do		
	29330	Little Red to Mount Vernon	Ark	A. E. Boone	747 00	2 39
	29331	Osceola to Blythesville	Ark	H. C. Davis	550 00	2 64
	29335	Mountain Home to Alco	Ark	T. I. Hicks	538 00	2 58
	29335	do	Ark	do		
	29335	do	Ark	do		
	29335	do	Ark	do		
	29336	Rally Hill to Dover	Ark	V. Boreing	1,171 28	3 74
	29336	do	Ark	do	839 42	3 49
	29336	do	Ark	do		
	29336	do	Ark	do		
	29336	do	Ark	do		
	29336	do	Ark	do		
	29342	Conway to Beebe	Ark	Caradine & Doss	398 00	1 91
	29343	Danville to Spadra	Ark	M. C. Runyan	718 35	1 18 55
	29343	do	Ark	do		
	29343	do	Ark	do		
	29343	do	Ark	do		
	29343	do	Ark	do		
	29343	do	Ark	do		
	29343	do	Ark	do		
	29352	Warren to Como	Ark	J. H. Tinsley	885 63	3 75 33
	33401	Anthony to Caldwell	Kans	M. A. Thompson	456 26	1 46
	33401	do	Kans	do		
	33401	do	Kans	do		
	33401	do	Kans	do		
	33402	Attica to Enon	Kans	J. R. Miner	387 75	53
	33403	Attica to Medicine Lodge	Kans	do	198 00	27
	33403	do	Kans	do		
	33403	do	Kans	do		
	33404	Kingman to Harper	Kans	H. W. Winslow	411 50	1 31
	33405	Kingman to Pratt	Kans	J. D. Emerson	1,345 50	2 14
	33405	do	Kans	do		
	33405	do	Kans	do		
	33405	do	Kans	do		
	33405	do	Kans	do		
	33406	Castleton to Wichita	Kans	C. E. Bushnell	719 82	2 30
	33407	Mona to Pretty Prairie	Kans	B. Magoffiin	140 00	67
	33408	Castleton to Kingman	Kans	J. D. Emerson	622 74	1 99
	33409	Hutchinson to Medicine Lodge	Kans	J. R. Minor	1,892 97	1 80
	33409	do	Kans	do		2 11
	33409	do	Kans	do		
	33409	do	Kans	do		
	38409	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	Decision.	
			Fines.	Deductions.
Feb. 2, 4, 1886	Searcy	Failure to depart three times a week.		
Feb. 3, 5, 1886	do	Failure to arrive three times a week.		
Feb. 4, 1886	Heber	do		
Feb. 5, 1886	do	Failure to depart three times a week.	.....	$13 03
Feb. 3, 10, 1886	do	Failure to depart once a week.		
Feb. 4, 11, 1886	do	Failure to arrive once a week.		
Feb. 3, 10, 1886	Clinton	do		
Feb. 4, 11, 1886	do	Failure to depart once a week.		
Feb. 6, 1886	Judsonia	Failure to arrive and depart	.....	3 59
Feb. 2, 6, 1886	Little Red	do		
Feb. 4, 1886	South Bend	Failure to arrive	.....	1 21
do	Varner	Failure to arrive and depart		
Jan. 8; Feb. 3, 4, 5, 1886	Batesville	Failure to arrive		
Jan. 9; Feb. 3, 4, 5, 1886	do	Failure to depart	.....	13 60
Jan. 8; Feb. 2, 3, 4, 5, 1886	Melbourne	Failure to arrive		
Feb. 3, 4, 5, 6, 1886	do	Failure to depart		
Feb. 4, 1886		Failure on 21 miles	.....	2 33
Feb. 5, 1886		Failure total	.....	5 28
Jan. 9, 16, 1886	Mountain Home	Failure on 10 miles		
Feb. 3, 6, 1886	do	Failure to arrive	.....	11 48
Feb. 4, 1886	do	Failure to depart		
Feb. 2, 19, 1886	Alco	Failure to arrive and depart		
Feb. 19, 1886	Rally Hill	do		
Jan. 8, 1886	do	do		
Jan. 15, 1886	do	Failure on 68 miles		
Feb. 2, 4, 6, 9, 1886		Failure on 39 miles	.....	36 96
Feb. 11, 1886		Failure on 68 miles three times a week.		
Mar. 27, 30, 1886		Failure on 20 miles (twice a week service).		
Feb. 5, 1886		Failure total	.....	3 82
Feb. 3, 1886	Danville	Failure to depart		
Feb. 4, 1886	do	Failure to arrive (three times a week service).		
Jan. 8; Feb. 26, 1886	Shoal Creek	Failure on 20½ miles		
Feb. 3, 1886	do	Failure to arrive and depart	.....	16 41
Jan. 8, 9, 11, 15; Feb. 4, 5, 6, 8, 1886.		Failure total (six times a week service).		
Feb. 2, 1886	do	Failure on 4 miles (six times a week service).		
Mar. 20, 30, 1886	do	Failure on 6 miles (six times a week service).		
Jan. 1, 4, 1886	Warren	Unsworn carrier	$2 00	.....
Feb. 2, 4, 11, 1886	Anthony	Failure to arrive		
Feb. 3, 5, 10, 1886	do	Failure to depart	.....	8 76
do	Caldwell	Failure to arrive		
Feb. 2, 4, 11, 1886	do	Failure to depart		
Jan. 7, 9; Feb. 2, 4, 5, 1886	Attica	Failure to arrive and depart		
Jan. 7; Feb. 3, 1886	Medicine Lodge	Failure to arrive		
Jan. 7; Feb. 4, 1886	do	Failure to depart	.....	8 03
Mar. 15, 16, 17, 18, 19, 20, 21, 22, 1886.	do	Failure on 12 miles		
Jan. 7, 8; Feb. 2, 3, 1886		Failure total	.....	5 24
Jan. 7, 18, 22; Feb. 2, 10, 1886.	Kingman	Failure to arrive		
Jan. 8, Feb. 2, 1886.	do	Failure to depart		
Jan. 7, 14, 18; Feb. 2, 1886	Pratt	Failure to arrive	.....	18 19
Jan. 7, 12, 18, 23, 1886	do	Failure to depart		
Feb. 2, 10, 1886	do	do		
Jan. 8, 8; Feb. 2, 3, 5, 6, 1886		Failure total	.....	13 80
Jan. 9, 16, 23; Feb. 3, 6, 1886		do	.....	6 70
Feb. 4, 5, 1886		do	.....	3 98
Jan. 9, 1886	Hutchinson	Failure to depart		
Jan. 7, 1886	Kingman	Failure to arrive (3 t. a. w. service).		
Jan. 7; Feb. 20; Mar. 30, 1886	Medicine Lodge	Failure to arrive and depart	.....	16 57
Jan. 7; Feb. 2, 3; Mar. 29, 1886.	Kingman	Failure to arrive		
Jan. 8; Feb. 2, 4; Mar. 30, 1886.	do	Failure to depart (6 t. a. w. service).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 4	33410	Hutchinson to Prattsburgh....	Kans ..	N. W. Keyes.....	$1,137 24	$2 79
						1 27
	33410	.....do	Kans ..	.....do	.....	.....
	33410	.....do	Kans ..	.....do	.....	.....
	33410	.....do	Kans ..	.....do	.....	.....
	33410	.....do	Kans ..	.....do	.....	.....
	33410	.....do	Kans ..	.....do	.....	.....
	33411	Hutchinson to Iuka	Kans ..	W. A. Stoddard	1,010 00	3 23
	33411	.....do	Kans ..	.....do	.....	.....
	33411	.....do	Kans ..	.....do	.....	.....
	33411	.....do	Kans ..	.....do	.....	.....
	33412	Little River to Trivoli.....	Kans ..	John Cross	188 00	90
	33412	.....do	Kans ..	.....do	.....	.....
	33413	Lyons to Wilson.....	Kans ..	J. R. Tupper.....	865 14	2 77
	33413	.....do	Kans ..	.....do	.....	.....
	33413	.....do	Kans ..	.....do	.....	.....
	33413	.....do	Kans ..	.....do	.....	.....
	33414	Sterling to Kansas Center	Kans ..	M. A. Thompson	470 21	42
						65
	33416	Ellsworth to Little River	Kans ..	C. E. Bushnell	672 00	2 15
	33416	.....do	Kans ..	.....do	.....	.....
	33416	.....do	Kans ..	.....do	.....	.....
	33416	.....do	Kans ..	.....do	.....	.....
	33416	.....do	Kans ..	.....do	.....	.....
	33417	Ellsworth to Ellinwood	Kans ..	M. A. Thompson	483 98	3 32
	33417	.....do	Kans ..	.....do	.....	.....
	33417	.....do	Kans ..	.....do	.....	.....
	33417	.....do	Kans ..	.....do	.....	.....
	33418	Ellinwood to Wilson.....	Kans ..	N. C. Keyes	530 39	2 54
	33418	.....do	Kans ..	.....do	.....	.....
	33418	.....do	Kans ..	.....do	.....	.....
	33418	.....do	Kans ..	.....do	.....	.....
	33419	Great Bend to Dorrance	Kans ..	.....do	470 00	2 25
	33419	.....do	Kans ..	.....do	.....	.....
	33419	.....do	Kans ..	.....do	.....	.....
	33419	.....do	Kans ..	.....do	.....	.....
	33420	Great Bend to Bartondale	Kans ..	W. H. Smith	347 51	1 66
	33420	.....do	Kans ..	.....do	.....	.....
	33420	.....do	Kans ..	.....do	.....	.....
	33420	.....do	Kans ..	.....do	.....	.....
	33421	Great Bend to Ness City.....	Kans ..	B. Magoffin	1,960 00	3 12
	33421	.....do	Kans ..	.....do	.....	.....
	33421	.....do	Kans ..	.....do	.....	.....
	33421	.....do	Kans ..	.....do	.....	.....
	33421	.....do	Kans ..	.....do	.....	.....
	33422	Great Bend to Medicine Lodge.	Kans ..	L. C. Thompson.....	2,002 26	2 53
						1 01
	33422	.....do	Kans ..	.....do	.....	.....
	33422	.....do	Kans ..	.....do	.....	.....
	33422	.....do	Kans ..	.....do	.....	.....
	33422	.....do	Kans ..	.....do	.....	.....
	33424	Neola to Sterling	Kans ..	J. D. Emerson.....	748 00	2 39
	33424	.....do	Kans ..	.....do	.....	.....
	33424	.....do	Kans ..	.....do	.....	.....
	33424	.....do	Kans ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 5, 7, 8, 13, 14, 20, 21, 22, 23, 27, 28; Feb 3, 4, 10, 11, 17, 18, 24, 25; Mar. 3, 4, 10, 11, 17, 18, 24, 25, 1886.	.....	Failure total on 58 miles		
Mar. 31, 1886	.....	Failure half trip		
Jan. 5, 23; Feb. 2, 1886	Prattsburgh	Failure to arrive.....	.....	$87 89
Jan. 8, 25; Feb. 5, 1886.....	....do	Failure to depart (2 t. a. w. service).		
.....do	Saint John.....	Failure to arrive.....		
Jan. 5, 23, 1886	....do	Failure to depart (2 t. a. w. service).		
Jan. 4, 8, 18, 22, 1886	Hutchinson.....	Failure to arrive.....		
Jan. 5, 7, 19, 23; Feb. 4, 1886.	... do	Failure to depart		
Jan. 4, 8, 18, 22, 25; Feb. 3, 5, 1886.	Iuka	Failure to arrive	.....	38 76
Jan. 6, 9, 19, 23, 26; Feb. 4, 6, 1886.	...do	Failure to depart		
Jan. 4, 1886	Little River	Failure to arrive and depart ..	.....	7 20
Jan. 2, 4, 9, 11, 16, 23, 25, 1886.	Trivoli.....	.....do		
Jan. 5, 7, 9, 14, 19, 23; Feb. 2, 6, 16, 1886.	Lyons	Failure to arrive.....		
Jan. 6, 8, 11, 15, 20, 25; Feb. 3, 17, 1886.	....do	Failure to depart		
Jan. 4, 8, 11, 15, 20, 25, 30; Feb. 1, 8, 17, 1886.	Wilson	Failure to arrive.....	.....	51 24
Jan. 5, 9, 12, 16, 21, 26, 31; Feb. 4, 11, 18, 1886.	....do	Failure to depart		
Jan. 7, 1886	.....	Failure total	.....	2 14
Jan. 5, 9, 12, 14, 19, 23, 28; Feb. 2, 6, 1886.	Ellsworth.....	Failure to arrive.....		
Jan. 4, 8, 11, 13, 20, 22, 27; Feb. 3, 8. 1886.	... do	Failure to depart		
Jan. 4, 8, 11, 13, 18, 22, 27; Feb. 3, 1886.	Little River	Failure to arrive.....	.....	36 55
Jan. 5, 9, 12, 14, 21, 23, 28; Feb. 4, 1886.	....do	Failure to depart		
Jan. 4, 8, 1886	Ellsworth	.....do		
Jan. 4, 8, 15, 22, 1886.....	Ellinwood	Failure to arrive.....	.....	13 92
Jan. 2, 9, 16, 23, 1886.....	....do	Failure to depart		
Jan. 2, 9, 1886.....	Ellsworth	Failure to arrive		
Jan. 2, 6, 13, 20, 27; Feb. 3, 1886.	Ellinwood	.....do		
Jan. 5, 8, 15, 22, 29; Feb. 5, 16, 1886.	....do	Failure to depart		
Jan. 5, 8, 12, 19, 22, 26; Feb. 5, 12, 1886.	Wilson	Failure to arrive.....	.....	36 83
Jan. 6, 9, 13, 20, 23, 27; Feb. 6, 13, 1886.	....do	Failure to depart		
Jan. 4, 8, 11, 18, 22, 1886	Great Bend	Failure to arrive.....		
Jan. 2, 5, 9, 12, 19, 23, 1886 ...	....do	Failure to depart		
Jan. 29, 16, 19, 23, 1886	Dorrance	Failure to arrive.....	.....	22 50
Jan. 4, 11, 16, 18, 1886	....do	Failure to depart		
Jan. 2, 9, 16, 1886.....	Great Bend	Failure to arrive.....		
Jan. 4, 8, 15, 1886	....do	Failure to depart		
.....do	Bartondale	Failure to arrive.....	.....	9 96
Jan. 2, 9, 16, 1886.....	....do	Failure to depart		
Jan. 4, 5, 7, 6, 8, 11, 15, 1886	Great Bend.....	Failure to arrive.....		
Jan. 5, 6, 7, 8, 9, 12, 16, 1886	... do	Failure to depart		
Jan. 2, 6, 7, 8, 11, 12, 14; Feb. 3, 9, 10, 11, 1886.	Ness City	Failure to arrive.....	.....	56 16
Jan. 2, 7, 8, 9, 11, 13, 15; Feb. 4, 9, 10, 12, 1886.	... do	Failure to depart		
Jan. 2, 7, 8, 22; Feb. 2, 9, 1886.	Great Bend	Failure to arrive.....		
Jan. 4, 7, 9, 23; Feb. 2, 10, 1886.	....do	Failure to depart.....		
Jan. 2, 5, 7, 8, 15; Feb. 2, 10, 1886.	Pratt	Failure to arrive.....	.....	34 24
Jan. 4, 7, 9, 16; Feb. 2, 11, 1886.	....do	Failure to depart (six times a week service).		
Feb. 2, 3, 1886	.....	Failure total on 31 miles (three times a week).		
Jan. 2, 7, 14, 21, 23; Feb. 2, 4. 9, 1886	Neola	Failure to arrive.....		
Jan. 4, 8, 15, 22, 25; Feb. 3, 5, 10, 1886.	... do	Failure to depart	.....	23 90
Jan. 8, 15, 1886.....	Sterling	Failure to arrive.....		
Jan. 9, 16, 1886.....	....do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 4	33425	Stafford to Ellinwood	Kans	B. Magoffin	$430 00	$2 06
	33425	do	Kans	do		
	33425	do	Kans	do		
	33425	do	Kans	do		
	33426	Iuka to Larned	Kans	L. C. Thompson	607 19	84
						1 64
	33426	do	Kans	do		
	33426	do	Kans	do		
	33426	do	Kans	do		
	33426	do	Kans	do		
	35354	Niagara to Galt	Dak	A. A. Call	298 00	2 86
	35354	do	Dak	do		
	35354	do	Dak	do		
	35354	do	Dak	do		
		RAILROAD SERVICE.				
	13006	Salisbury to Warm Springs	N. C	W. N. C. Rwy	19,478 88	26 68
	13006	do	N. C	do		
	13006	do	N. C	do		
	13006	do	N. C	do		
	13006	do	N. C	do		
	13013	Jamesville to Washington	N. C	J. & W. Rwy	964 86	1 54
	13013	do	N. C	do		
	24021	Grand Rapids to La Crosse	Mich	C. & W. M. Rwy	18,631 34	25 52
						9 40
	24021	do	Mich	do		
	24021	do	Mich	do		
	24021	do	Mich	do		
	24031	Fort Howard to Ishpeming	Mich	C. & N. W. Rwy	19,394 95	26 56
	24039	Fort Gratiot to Chicago	Mich	C. & C. T. Rwy	26,044 49	35 67
	24047	Flint to Fostoria	Mich	F. & P. M. Rwy	1,045 66	1 67
	24048	East Saginaw to Bay City	Mich	do	1,298 93	2 07
	25007	Rush Lake to Winneconne	Wis	C., M. & St. P. Rwy	616 45	98
	25011	Kenosha to Rockford	Wis	C. & N. W. Rwy	9,532 90	15 22
	25012	Milwaukee to Fond du Lac	Wis	do	9,805 91	13 43
						4 94
	25015	Stevens' Point to Portage	Wis	Wis. Central Rwy	3,519 65	5 62
	25017	Milwaukee to Ashland	Wis	do	31,511 22	50 33
						16 77
	25018	Milwaukee to Two Rivers	Wis	M., L., S. & W. Rwy	8,644 68	11 84
						4 36
	25018	do	Wis	do		
	25025	Galena to Woodman	Wis	C. & N. W. Rwy	5,022 93	8 02
	25025	do	Wis	do		
	25025	do	Wis	do		
		Remission.				
		STAR SERVICE.				
	11100	Fredericksburgh to Baltimore	Va	H. Williams	5,800 00	5 11
						15 16

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 6; Feb. 3, 1886	Stafford	Failure to arrive		
Jan. 5; Feb. 5, 1886	do	Failure to depart		
Feb. 5, 1886	Ellinwood	Failure to arrive	.....	$7 21
Feb. 3, 1886	do	Failure to depart		
Jan. 2, 7, 9, 12, 16, 19, 23, 26; Feb. 11, 16, 25, 1886.	Iuka, three times a week.	Failure to arrive		
Jan. 4, 6, 8, 13, 15, 20, 22, 29; Feb. 10, 17, 24, 1886.	do	Failure to depart		
Jan. 4, 6, 8, 13, 15, 20, 22; Feb. 10, 17, 24, 1886.	Livingston	Failure to arrive	.....	38 16
Jan. 2, 7, 9, 12, 16, 19, 23, 26; Feb. 10, 13, 16, 25, 1886.	do	Failure to depart (three times a week service).		
Jan. 2 to 4, 8, 9, 16 to 18, 22, 23; Feb. 1, 2, 5, 6, 1886.	Larned	Failure total (twice a week service).		
Jan. 18, 1886	Niagara	Failure to arrive		
Jan. 17, 1886	do	Failure to depart		
Jan. 9, 30; Feb. 13, 1886	Galt	Failure to arrive	.....	11 44
Jan. 10, 31; Feb. 14, 1886	do	Failure to depart		
Oct. 14, 1885; Jan. 11, 16, 1886.	Warm Springs	Failure to depart		
Jan. 10, 11, 1886	do	Failure to arrive		
Oct. 29, 1885		Failure both ways between Asheville and Warm Springs (39.52 miles).		
Jan. 12, 1886		Failure both ways between Salisbury and Asheville (142.73 miles).	.....	139 97
Feb. 25, 1886		Failure both ways between Round Knob and Warm Springs (6.8 miles).		
Jan. 14, 1886	Jamesville	Failure to depart		
Jan. 15, 1886	do	Failure to arrive	.....	1 50
Jan. 20, 1886	Grand Rapids	Train No. 1 failed to connect with depending mails.		
Jan. 22, 1886	do	Train No. 3 failed to connect with depending mails.	$42 50	.....
Jan. 6, 11, 12, 21, 25; Feb. 1, 2, 1886.	do	Train No. 5 failed to connect with depending mails.		
Feb. 19; Mar. 21, 1886	Ishpeming	Failure to arrive and depart	.....	53 12
Jan. 1, 5, 6, 7, 16, 19, 26; Feb. 1, 2, 5, 6, 26; Mar. 26, 1886.	Chicago	Train No. 4 failed to connect with depending mails.	125 00	.....
Jan. 18, 1886	Fostoria	Failure to depart with mail (three times the price of a quarter trip).	.....	2 50
Feb. 25, 1886	East Saginaw	For negligence on the part of the company's messenger in failing to call for and dispatch the 12.25 p. m. mail.	2 00	.....
Jan. 22, 23, 1886		Failure half trip	.....	1 96
Jan. 23, 1885		Failure round trip	.....	30 44
Jan. 6; Feb. 2, 1886	Milwaukee	Train No. 2 failed to connect with depending mails.	5 00	.....
Jan. 22, 23, 1886		Failure half trip	.....	11 24
Jan. 5, 15; Feb. 9, 23, 1886	Milwaukee	Train No. 6 failed to connect with depending mails.	33 50	.....
Jan. 6; Mar. 9, 1886	do	Train No. 2 failed to connect with depending mails.		
Jan. 5; Feb. 21; Mar. 3, 4, 22, 1886.	do	Train No. 6 failed to connect with depending mails.	15 25	.....
Jan. 22, 1886	Galena	Failure to arrive		
Jan. 23, 1886	do	Failure to depart	.....	16 04
Jan. 22, 1886	Woodman	Failure to arrive and depart		

Remit $201 13 of the deduction noted in report for April 17, 1886, it having been shown that it is more equitable to estimate the half trips at $22.03 for twice a week service on the whole route on $5,000 per annum, and separately for one additional trip between Tappahannock and Baltimore, at $7.69 on $800 per annum, and that it now appears that the trips of June 10, 11, at Tappahannock, Fredericksburgh, and January 1, 18, February 13, at Baltimore, were performed.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886.						
May 5	10142	Port Deposit to Rising Sun	Md	B. W. Beedy	$338 00	$0 53
	10142	....do	Md	....do		
	10143	Rowlandsville to West Bangor	Md	W. H. Smith	630 00	1 00
	10146	Chestertown to Rock Hall	Md	B. F. Legg	567 00	90
	10146	....do	Md	....do		
	10146	....do	Md	....do		
	10146	....do	Md	....do		
	10153	Centreville to Easton	Md	B. W. Beedy	590 00	94
	10153	....do	Md	....do		
	10153	....do	Md	....do		
	10153	....do	Md	....do		
	10153	....do	Md	....do		
	10154	Queenstown to Kent Island	Md	....do	342 00	54
	10154	....do	Md	....do		
	10154	....do	Md	....do		
	10160	Crumpton to L. Station	Md	....do	196 00	31
	10160	....do	Md	....do		
	10162	Saint Michael's to Neavitt	Md	J. T. Fairbanks	165 00	52
	10165	Easton to Federalsburgh	Md	J. W. Moore	649 00	1 03
	10166	Easton to Matthews	Md	J. D. Smith	247 00	39
	10279	Frederick to Mechanicstown	Md	J. C Fox	313 00	50
	10279	....do	Md	....do		
	10285	Monrovia to Damascus	Md	F. S. Smith	167 00	53
	10317	Mechanicsville to Leonardtown	Md	....do	518 92	82
	10317	....do	Md	....do		
	10317	....do	Md	....do		
	10318	Mechanicsville to California	Md	....do	491 15	78
	10318	....do	Md	....do		
	10318	....do	Md	....do		
	10318	....do	Md	....do		
	17162	Collinsville to Floy	Ala	Stone & Case	189 00	60
	17164	Crossville to Hillians' Store	Ala	W. L. Copeland	194 48	93
	17164	....do	Ala	....do		
	17166	Crossville to Friendship	Ala	....do	293 38	1 40
	17167	Collinsville to Crossville	Ala	J. C. Tiner	288 00	46
	17167	....do	Ala	....do		
	17168	Crossville to Rodentown	Ala	W. L. Copeland		48
	17168	....do	Ala	....do		
	17169	Crossville to Cedar Ridge	Ala	J. Nicholson	296 73	94
	17169	....do	Ala	....do		
	17171	Fort Payne to Ter Broeck	Ala	J. F. Slone	205 73	98
	17174	Portersville to Lebanon	Ala	T. R. Jacoway	95 00	15
	17176	Centre to Summerville	Ala	R. R. McKnight	597 00	1 91
	17176	....do	Ala	....do		
	17176	....do	Ala	....do		
	17176	....do	Ala	....do		
	17178	Centre to Cave Spring	Ala	D. C. Daniel	180 00	86
	17182	Sterling to Portersville	Ala	C. C. Morse	480 00	1 56
	17183	Bexar to Alanthus	Ala	T. B. Barnes	300 00	1 44
	17185	Hamilton to Haley's	Ala	Allen & Haley	192 11	92
	17185	....do	Ala	....do		
	17189	Cullman to Houston	Ala	W. C. Blackwell	274 00	1 31
	17190	Cullman to Warrenton	Ala	Allen & Haley	364 00	1 75
	17190	....do	Ala	....do		
	17190	....do	Ala	....do		
	17190	....do	Ala	....do		
	17192	Blount Springs to Bremen	Ala	V. Forrester	340 00	1 08
	17192	....do	Ala	....do		
	17192	....do	Ala	....do		
	17192	....do	Ala	....do		
	17192	....do	Ala	....do		
	19318	Woodbury to McMinnville	Tenn	J. H. Thrower	134 00	64
	19318	....do	Tenn	....do		
	19356	Smithville to Woodbury	Tenn	....do	109 04	52
	19488	Waynesborough to Lawrenceburgh.	Tenn	J. E. Stewart	287 00	1 37
	19488	....do	Tenn	....do		
	19543	Ripley to Fulton	Tenn	T. H. Graves	300 00	1 44

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 1886		Failure total		$1 63
Feb. 5, 1886		Failure on 6 miles		
Feb. 4, 1886		Failure on 14 miles		1 47
Feb. 4, 6, 1886	Chestertown	Failure to arrive		
Feb. 4, 5, 1886	....do	Failure to depart		
.....do	Rock Hall	Failure to arrive		3 60
Feb. 4, 6, 1886	....do	Failure to depart		
Feb. 4, 1886		Failure on 14 miles		
Feb. 5, 1886	Centreville	Failure to depart		
Feb. 6, 1886	....do	Failure to arrive		3 13
Feb. 5, 1886	Easton	.....do		
Feb. 6, 1886	....do	Failure to depart		
Feb. 3, 4, 5, 1886	Queenstown	Failure to arrive		
Feb. 4, 5, 1886	....do	Failure to depart		2 97
Feb. 4, 5, 11, 1886	Kent Island	Failure to arrive and depart		
Jan. 11, 1886	Crumpton	Failure to arrive		
Jan. 12; Feb. 4, 5, 1886	....do	Failure to arrive and depart		2 17
Feb. 4, 6, 1886		Failure total		2 08
Feb. 4, 5, 6, 1886	Federalsburgh	Failure to arrive and depart		3 09
Feb. 4, 11, 1886		Failure total		1 56
Jan. 11; Mar. 1, 1886		.....do		
Jan. 12; Mar. 5, 1886		Failure on 11½ miles		3 58
Feb. 4, 1886		Failure total		1 06
Feb. 3, 4, 5, 1886	Leonardtown	Failure to arrive		
Feb. 4, 5, 6, 1886	....do	Failure to depart	$0 50	2 46
Jan. 21, 1886	Mechanicsville	Failure to connect		
Feb. 3, 4, 6, 1886	California	Failure to arrive		
Feb. 4, 5, 6, 1886	....do	Failure to depart		
.....do	Mechanicsville	Failure to arrive and depart	1 95	4 68
Jan. 7, 12, 13; Feb. 11, 13, 1886.	....do	Failure to connect		
Jan. 1, 2, 9, 14; Mar. 27, 29, 1886.		Failure half trips		3 60
Mar. 29, 1886		Failure round trip		
Jan. 11, 1886		Failure half trip		2 79
Jan. 15; Mar. 30, 1886		Failure round trip		5 60
Jan. 9, 11, 15; Mar. 27, 29, 30, 1886.		Failure round trips		
Jan. 1, 2, 4, 5, 6, 7, 8, 12, 13, 16; Mar. 31, 1886.		Failure half trips		10 58
Jan. 16; Mar. 30, 1886		Failure round trips		
Jan. 12, 1886		Failure half trip		2 40
.....do		Failure round trip		
Jan. 9, 16; Mar. 30, 1886		Failure half trips		4 70
Jan. 4, 15; Mar. 30, 1886		Failure round trips		5 88
Mar. 27, 29, 30, 31, 1886		.....do		1 20
Jan. 5, 9, 12, 16; Mar. 30, 1886.	Cherokee	Failure to arrive		
Jan. 11, 15; Mar. 29, 31, 1886	....do	Failure to depart		10 50
Jan. 4, 1886	Summerville	Failure to arrive		
Jan. 5, 1886	....do	Failure to depart		
Jan. 15; Mar. 30, 1886		Failure round trip		2 44
Jan. 11, 15; Mar. 31, 1886		do		9 36
Jan. 29, 1886		Failure half trip		1 44
Jan. 5, 12; Mar. 30, 1886		Failure half trips		
Jan. 17, 1886		Failure on 7 miles		3 43
Jan. 6, 9, 15; Mar. 30, 1886		Failure half trips		5 24
Jan. 9, 16; Mar. 31, 1886	Cullman	Failure to arrive		
Jan. 8, 15; Mar. 30, 1886	....do	Failure to depart		
Jan. 1, 5, 8, 12, 15, 23; Mar. 30, 1886.	Warrenton	Failure to arrive		24 50
Jan. 2, 6, 9, 13, 16, 24; Mar. 31, 1886.	....do	Failure to depart (1½ pro rata for January failures).		
Jan. 11, 22, 1886	Blount Springs	Failure to arrive		
Jan. 9, 23, 1886	....do	Failure to depart		
Jan. 11, 25; Feb. 3; Mar. 30, 1886.	Bremen	Failure to arrive		8 80
Jan. 9, 23, 25; Feb. 4; Mar. 29, 31, 1886.	....do	Failure to depart		
Jan. 4, 1886		Failure on 13½ miles		
Jan. 9, 1886		Failure round trip		
Mar. 27, 31, 1886		Failure on 12 miles		2 64
Jan. 11; Feb. 5, 1886		Failure round trip		2 08
Jan. 9, 1886		Failure on 14 miles		
Jan. 15, 1886		Failure on 19 miles		2 73
Feb. 5, 6, 1886		Failure round trip		2 88

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 5	19544	Brownsville to Ripley	Tenn	W. B. Catching	$494 70	$0 76
						53
	19545	Brownsville to Jackson	Tenn	W. F. Costellow	473 00	1 51
	19545	do	Tenn	do		
	19545	do	Tenn	do		
	19545	do	Tenn	do		
	19545	do	Tenn	do		
	19545	do	Tenn	do		
	19560	Rossville to Oakland	Tenn	J. R. Pigg	230 00	73
	20409	Morganfield to Shawneetown	Ky	W. F. Costellow	300 00	96
	20409	do	Ky	do		
	20409	do	Ky	do		
	20409	do	Ky	do		
	20416	Ibex to Olive Hill	Ky	J. A. Craft	119 00	57
	20425	Campton to Hargis	Ky	do	88 69	85
	20428	Monticello to Mount Pisgah	Ky	W. F. Costellow	147 00	70
	20429	Salyersville to Goodloe	Ky	G. Carpenter	149 00	71
	20529	do	Ky	do		
	20430	Red River Iron Works to Irvine.	Ky	J. A. Craft	178 00	85
	20431	Valley to Esculapia Springs	Ky	do	97 00	46
	20431	do	Ky	do	12 12	05
	20432	Sandy Hook to Willard	Ky	A. Easley	244 98	1 17
	20436	Bergen to Bryantsville	Ky	W. W. Alexander	160 00	51
	20438	Jamestown to Dunnville	Ky	J. S. Smith	123 00	59
	20438	do	Ky	do		
	20438	do	Ky	do		
	20442	Head of Grassy to Jamison	Ky	W. F. Costellow	129 16	62
	20443	Mouth of Pond to Paw Paw	Ky	J. A. Craft	271 19	1 30
	20444	Columbia to Casey Creek	Ky	N. N. Smyth	208 00	1 00
	20444	do	Ky	do		
	20445	Prestonburgh to Beaver	Ky	J. A. Craft	315 00	1 51
	20445	do	Ky	do		
	20446	Pine Top to Wright	Ky	do	209 68	1 00
	20447	West Liberty to Salyersville	Ky	A. Easley	244 98	1 17
	30447	do	Ky	do		
	20452	Richmond to Winchester	Ky	W. F. Costellow	349 00	1 67
	20452	do	Ky	do		
	20452	do	Ky	do		
	20453	Hammonville to Uptonville	Ky	J. A. Craft	186 00	59
	20455	Pikeville to Jamboree	Ky	do	288 00	1 38
	20455	do	Ky	do		
	20457	Pikeville to Inez	Ky	do	233 00	2 24
	20457	do	Ky	do		
	20457	do	Ky	do		
	20458	Salyersville to Prestonburgh	Ky	do	126 00	1 21
	20463	Lexington to Cynthiana	Ky	do	650 00	2 08
	20463	do	Ky	do		
	20463	do	Ky	do		
	20466	Hegira to Burkesville	Ky	B. H. Simpson	100 00	48
	20466	do	Ky	do		
	20472	Irvine to Drip Rock to McKee	Ky	J. A. Craft	306 25	58
					183 75	58
					122 50	
	20472	do	Ky	do		
	20472	do	Ky	do		
	20472	do	Ky	do		
	20473	Speedwell to Drip Rock	Ky	H. Steele	145 00	69
	20473	do	Ky	do		
	20477	Campbellsville to Willowtown	Ky	J. W. Edwards	300 00	96
	20478	Williamsburgh to Carpenter	Ky	G. D. Moore	191 99	92
	20478	do	Ky	do		
	20480	Whitakersville to Dwarf	Ky	J. A. Craft	198 90	1 91
	20481	Morganfield to Dixon	Ky	do	668 35	1 94
	20483	Uniontown to Mount Vernon	Ky	do	418 00	66
	20483	do	Ky	do		
	20484	Elk Horn to Neetsville	Ky	do	160 00	76
	20484	do	Ky	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency	DECISION.	
			Fines.	Deductions.
Jan. 8; Feb. 3, 4, 5, 1886		Failure round trips (6 times a week service.)		$4 24
Feb. 3, 1886	Brownsville	Failure to depart		
Feb. 4, 1886	do	Failure to arrive		
Feb. 3, 5, 1886	Jackson	do		6 30
Feb. 4, 6, 1886	do	Failure to depart		
Jan. 15, 1886		Failure on 16 miles		
Jan. 2, 1886		Failure on 11 miles		1 34
Jan. 9, 1886		Failure total		
Jan. 13; Feb. 1, 6, 10, 15, 1886		Failure on 1½ miles		
Jan. 23, 25; Feb. 3, 22, 1886		Failure on 9 miles		14 66
Jan. 11, 16, 18, 20, 27; Feb. 8, 24, 1886.	Shawneetown	Failure to arrive and depart		
Jan. 9, 1886		Failure total		1 14
Feb. 5, 12, 19, 26; Mar. 5, 12, 19, 26, 1886.		do		13 60
Feb. 4, 1886		do		1 40
Feb. 20, 1886	Goodloe	Failure to arrive and depart		1 77
Jan. 9, 13, 1886		Failure on 9 miles		
Jan. 12; Feb. 5, 12, 1886		Failure total		5 10
Jan. 8, 19, 26, 1886	Valley	Failure to arrive		
Jan. 8, 12, 15, 22, 29, 1886	do	Failure to depart		1 84
Feb. 12, 1886		Failure on 19 miles		2 11
Jan. 9, 12, 1886		Failure total		2 04
Jan. 12; Feb. 5, 9, 1886	Dunnville	do		
Jan. 15, 1886		Failure to arrive and depart		4 72
Feb. 12, 1886	Jamestown	do		
Jan. 11, 1886		Failure total		1 24
Jan. 9–12; Feb. 3–5, 5–9, 1886		do		7 80
Feb. 3, 6, 1886		do		
Jan. 16; Feb. 10, 13; Mar. 31, 1886.		Failure on half trips		8 00
Jan. 4, 11, 15, 18; Feb. 5, 8, 12, 15; Mar. 22, 29, 1886.		Failure total		38 25
Jan. 8, 22, 25, 29, 1886		Failure on 24 miles		
Mar. 30, 1886		Failure on 15 miles		1 25
Jan. 9, 19, 1886		Failure on 18 miles		
Mar. 30, 1886		Failure on 7 miles		4 79
Jan. 12, 14, 19, 1886		Failure on 6 miles		
Jan. 21; Feb. 4, 11, 1886		Failure on 5 miles		6 16
Mar. 30, 1886		Failure on 12¼ miles		
Jan. 9, 1886		Failure total		1 18
Jan. 11, 15; Feb. 5, 12, 1886		do		
Feb. 8, 1886		Failure on 16 miles		12 46
Jan. 13, 1886	Pikeville	Failure to arrive		
Jan. 11, 1886	do	Failure to depart		11 20
Jan. 5, 12; Mar. 23, 30, 1886	Inez	Failure to arrive and depart		
Feb. 3, 10; Mar. 31, 1886		Failure total		7 26
Jan. 11, 13, 15, 18, 1886	Lexington	Failure to arrive		
Jan. 9, 12, 14, 16, 1886	do	Failure to depart		11 02
Jan. 25, 1886		Failure on 18½ miles		
Jan. 12, 15; Feb. 5, 1886	Hegira	Failure to arrive and depart		3 84
Jan. 8, 12, 15; Feb. 5; Mar. 31, 1886.	Burkesville	do		
Jan. 11, 13, 20, 22; Feb. 12, 15; Mar. 29, 31, 1886.	Irvine to Drip Rock.	Failure on 8 miles		
Feb. 3, 1886		Failure on 13 miles		9 01
Feb. 5, 1886		Failure on 11 miles		
Feb. 6, 1886	Drip Rock to McKee.	Failure on 13 miles		
Jan. 12, 1886		Failure total		
Jan. 16; Mar. 27, 1886		Failure on 10 miles		2 76
Feb. 3; Mar. 31, 1886		Failure total		3 84
Jan. 9, 12; Feb. 6, 13; Mar. 23, 30, 1886.		do		12 54
Jan. 30, 1886		Failure on 18 miles		
Feb. 4, 1886		Failure on 22 miles		2 40
Jan. 11; Feb. 3, 1886		Failure total		7 76
Jan. 9, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30; Feb. 1, 3, 4, 5, 6, 8, 9, 10, 11, 1886.		do		37 95
Feb. 2; Mar. 31, 1886	Uniontown	Failure to arrive		
Jan. 8; Feb. 16, 1886		Failure total		5 32
Feb. 5, 12; Mar. 30, 1886	Elk Horn	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 5	20485	Pleasant View to Wild Cat	Ky	C. Levitt	$125 00	$0 40
	20485	do	Ky	do		
	20489	King's Mountain to Station to Mintonville.	Ky	J. A. Craft	188 00	90
	20490	De Bard to Leadingham	Ky	do	228 95	1 10
	20490	do	Ky	do		
	20490	do	Ky	do		
	20490	do	Ky	do		
	20490	do	Ky	do		
	20491	West Liberty to Morehead	Ky	do	824 00	1 31 32
	20491	do	Ky	do		
	20491	do	Ky	do		
	20491	do	Ky	do		
	20491	do	Ky	do		
	20491	do	Ky	do		
	20491	do	Ky	do		
	29353	Evening Shade to Polk Bayou	Ark	V. Boreing	112 88	54
	29357	Clarksville to Saint Paul	Ark	do	523 80	2 51
	29357	do	Ark	do		
	29357	do	Ark	do		
	29358	Sulphur Rock to Sulphur Rock	Ark	J. F. Huddleston	164 14	78
	29363	Danville to Booneville	Ark	V. Boreing	538 00	1 72
	29366	Bloomfield to Cherokee City	Ark	W. F. Hansberger	174 00	27
	29368	Rogers to War Eagle Mills	Ark	V. Boreing	505 92	2 43
	29368	do	Ark	do		
	29368	do	Ark	do		
	29372	Tyronza to Wittsburgh	Ark	J. Landes, jr	198 00	95
	29372	do	Ark	do		
	29372	do	Ark	do		
	29372	do	Ark	do		
	29377	Bentonville to Siloam Springs	Ark	G. A. Denham	913 00	1 45
	29377	do	Ark	do		
	29377	do	Ark	do		
	29378	Siloam Springs to Dutch Mills	Ark	Y. Boreing	439 50	1 40
	29378	do	Ark	do		
	29378	do	Ark	do		
	29378	do	Ark	do		
	39379	Locksburgh to Cove	Ark	do	589 00	2 83
	29379	do	Ark	do		
	29381	Buffalo Lock to Bay Village	Ark	R. Ritter	277 60	50 55
	29383	Batesville to Polk Bayou	Ark	do	412 00	1 32
	29386	Benton to Fair Play	Ark	V. Boreing	65 08	62
	29394	Marshall to Liberty Springs	Ark	N. R. Martin	205 00	1 97
	29401	Tillar to Selma	Ark	G. D. Jackson	163 00	52
	29403	Willow to Tulip	Ark	T. I. Hicks	112 70	54
	29405	Yellville to Saint Joe	Ark	H. W. Hudson	131 55	1 25
	29407	Southwest City to Cherokee City.	Ark	W. F. Hansberger	220 00	70
	29407	do	Ark	do		
	31384	Paris to Garrett	Tex	W. B. Catching	223 00	1 07
	31384	do	Tex	do		
	33427	Medicine Lodge to Glick	Kans	M. A. Thompson	762 44	1 10 70
	33428	New Kiowa to Medicine Lodge	Kans	C. Collins	625 88	2 00
	33428	do	Kans	do		
	33428	do	Kans	do		
	33428	do	Kans	do		
	33432	Larned to Rush Centre	Kans	J. Cross	179 00	1 63
	33433	Larned to Alexander	Kans	J. R. Tupper	232 11	2 23
	33434	Larned to Brown's Grove	Kans	M. A. Thompson	499 61	1 60
	33434	do	Kans	do		
	33434	do	Kans	do		
	33434	do	Kans	do		
	33434	do	Kans	do		
	33436	La Crosse to Roland	Kans	G. P. Cline	333 85	1 07
	33436	do	Kans	do		
	33436	do	Kans	do		
	33438	Ness City to Brown's Grove	Kans	J. R. Miner	532 02	1 70
	33438	do	Kans	do		
	33439	Ness City to Dighton	Kans	M. A. Thompson	420 00	2 01
	33439	do	Kans	do		
	33439	do	Kans	do		
	33439	do	Kans	do		
	33440	Ness City to Buda	Kans	C. R. Fleming	200 00	1 39
	33440	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 6; Mar. 27, 30, 1886	.....	Failure total	.....	$3 60
Mar. 20, 1886	Wild Cat	Failure to arrive and depart		
Feb. 5, 1886	.....	Failure total	.....	1 80
Jan. 12, 16, 1886	De Bard	Failure to arrive	.....	8 76
Jan. 11, 15, 1886	...do	Failure to depart		
Jan. 11, 18, 1886	Leadingham	Failure to arrive		
Jan. 12, 19, 1886	....do	Failure to depart		
Feb. 5, 12, 1886	.....	Failure on 27¾ miles		
Feb. 2, 4, 22; Mar. 5, 31, 1886.	West Liberty	Failure to arrive	$4 48	14 88
Feb. 3; Mar. 4, 30, 31, 1886	....do	Failure to depart		
Feb. 3; Mar. 4, 31, 1886	Morehead	Failure to arrive		
Feb. 4; Mar. 5, 31, 1886	... do	Failure to depart		
Jan. 28, 1886	.....	Failure on 22¾ miles		
Feb. 12, 1886	.....	Failure on 11 miles		
Mar. 29, 1886	.....	Failure on 16 miles		
Jan. 9, 11, 12, 13, 14, 15, 16, 1886.	Paragon	Failure to supply both ways		
Jan. 9; Feb. 2, 6, 1886	.....	Failure total	.....	3 24
Feb. 4, 1886	Clarksville	Failure to arrive	.....	7 53
Feb. 5, 1886	....do	Failure to depart		
Feb. 3, 6, 1886	Saint Paul	Failure to arrive and depart		
Feb. 3, 1886	.....	Failure total	.....	1 56
Feb. 4, 1886	.....	.....do	.....	3 44
Jan. 8; Feb. 2, 4, 5, 6, 1886	.....	.....do	.....	2 70
Feb. 3, 4, 5, 1886	Rogers	Failure to arrive and depart	.....	12 15
Feb. 2, 4, 1886	War Eagle Mills	Failure to arrive		
Feb. 3, 4, 1886	....do	Failure to depart		
Jan. 9, 1886	Tyronza	Failure on two-thirds of a trip		
Feb. 3, 1886	....do	Failure to arrive and depart		
Jan. 9, 13, 1886	Wittsburgh	.....do		
Jan. 9; Feb. 2, 3, 4, 5, 1886	Bentonville	.....do		
Jan. 8; Feb. 2, 3, 4, 5, 1886	Siloam Springs	Failure to arrive	.....	13 77
Jan 9; Feb. 2, 3, 4, 1886	... do	Failure to depart		
Feb. 1, 5, 10, 1886	....do	Failure to arrive		
Feb. 2, 4, 9, 13, 1886	... do	Failure to depart		
Feb. 3, 5, 10, 1886	Dutch Mills	Failure to arrive	.....	9 10
Feb. 4, 6, 11, 1886	....do	Failure to depart		
Jan. 14, 18; Feb. 4, 1886	Cove	Failure to arrive	.....	8 49
Jan. 15, 19, ; Feb. 5, 1886	....do	Failure to depart		
Feb. 5, 1886	.....	Failure total	.....	2 10
Feb. 3, 5, 1886	.....	.....do	.....	5 28
Feb. 12, 1886	Fair Play	Failure on 7 miles	.....	1 00
Feb. 5, 1886	.....	Failure total	.....	3 94
Jan. 9; Mar. 29, 1886	.....	.....do	.....	2 08
Jan. 1, to Mar. 15, 1886	.....	Failure to perform service	.....	23 17
Mar. 30; Feb. 2, 1886	.....	Failure total	.....	5 00
Jan. 8; Feb. 3, 1886	Southwest City	Failure to arrive and depart	.....	2 80
Feb. 10, 12, 1886	Cherokee City	do		
Jan. 9, 1886	.....	Failure total	.....	3 21
Feb. 24, 1886	Paris	Failure to arrive and depart		
Jan. 7; Feb. 2, 1886	.....	Failure on 25 miles 6 times a week.	.....	4 40
Jan. 7, 21; Feb. 2, 6, 1886	New Kiowa	Failure to arrive	.....	13 00
Jan. 8, 22; Feb. 3, 1886	do	Failure to depart		
Jan. 6; Feb. 3, 5, 1886	Medicine Lodge	Failure to arrive		
Jan. 7; Feb. 2, 4, 1886	....do	Failure to depart		
Jan. 8, 9, 1886	.....	Failure total	.....	3 26
Jan. 2, 9, 16, 23; Feb. 6, 1886	Alexander	Failure to arrive and depart	.....	11 15
Jan. 2, 5, 7; Feb. 2, 1886	Larned	Failure to arrive	.....	12 80
Jan. 4, 6, 8; Feb. 3, 1886	....do	Failure to depart		
.....do	Brown's Grove	Failure to arrive		
Jan. 2, 5, 7; Feb. 2, 1886	....do	Failure to depart		
Jan. 2, 7, 14; Feb. 2, 1886	La Crosse	Failure to arrive and depart	.....	8 56
Jan. 2, 5, 7, 16; Feb. 2, 1886	Roland	Failure to arrive		
Jan. 27; Feb. 2, 1886	... do	Failure to depart		
Jan. 5, 19, 28, 1886	Ness City	Failure to arrive and depart	.....	10 20
Jan. 2, 7, 9, 1886	Brown's Grove	.....do		
Jan. 12, 1886	Ness City	Failure to arrive	.....	5 02
Jan. 13, 1886	... do	Failure to depart		
Jan. 2, 6, 1886	Dighton	Failure to arrive		
Jan. 5, 1886	....do	Failure to depart		
Jan. 9; Feb. 6, 1886	Ness City	Failure to arrive and depart	.....	9 73
Jan. 2, 5, 9, 18, 23, 1886	Buda	.....do		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensa-	Half trip.
		STAR SERVICE—continued.				
1886.						
May 5	33441	Hodgman to Cowland	Kans	J. R. Tupper	$569 98	$2 73
	33441	....do	Kans	....do		
	33441	....do	Kans	....do		
	33441	....do	Kans	....do		
	33443	Dodge City to Tascosa	Kans	J. B. Colegrove	4,035 28	19 39
	33443	....do	Kans	....do		
	33443	....do	Kans	....do		
	33445	Cowland to Garden City	Kans	B. Magoffin	384 80	1 85
	33445	....do	Kans	....do		
	33445	....do	Kans	....do		
	33445	....do	Kans	....do		
	33446	Dighton to Utica	Kans	....do	288 00	1 38
	33446	....do	Kans	....do		
	33447	Utica to Ness City	Kans	J. W. Hickel	394 11	1 89
	33447	....do	Kans	....do		
	33447	....do	Kans	....do		
	33447	....do	Kans	....do		
	33451	Randolph to Alert	Kans	M. A. Thompson	128 00	
	33453	Mankato to Guide Rock	Kans	J. F. Harris	596 00	1 91
	33455	Norton to Logan	Kans	H. A. Lawton	412 69	1 32
	33455	....do	Kans	....do		
	33456	Gettysburgh to Kenneth	Kans	M. A. Thompson	186 66	2 33
	33461	Douglas to Winfield	Kans	....do	390 00	62
	33461	....do	Kans	....do		
	33461	....do	Kans	....do		
	33461	....do	Kans	....do		
	34391	Long Pine to Springview	Kans	S. A. Pond	274 41	2 63
	35412	Hartford to Taopi	Kans	A. B. Jones	454 33	1 45
		RAILROAD SERVICE.				
	14012	Newberry Courthouse to Laurens Courthouse.	S. C	Laurens Rwy	1,385 92	2 21
	14014	Cheraw to Wadesborough	S. C	C. & S. Rwy	1,312 70	2 09
	14018	Kingsville to Camden	S. C	S. C. Rwy. Co	1,679 22	2 68
						1 34
	25021	Calamine to Platteville	Wis	C. M. & St. P. Rwy	817 68	1 30
	25023	Madison to Portage	Wis	....do	2,335 71	3 73
	25035	Fond du Lac to Iron Ridge Junction.	Wis	....do	1,232 48	1 96
	25047	Wabasha to Eau Claire	Wis	....do	2,119 54	3 38
	26012	Austin to Mason City	Wis	....do	2,894 84	4 62
	26012	....do	Wis	....do		
	26014	Saint Peter to Redfield	Wis	W. & St. B. Rwy	22,786 26	36 39
	26014	....do	Wis	....do		
		Remissions.				
		STAR SERVICE.				
	6521	Ithaca to Watkins	N. Y	C. C. Morse	749 00	1 19
	34276	Ord to Strohl	Kans	B. Magoffin	693 00	2 22
		STAR SERVICE.				
May 6	12403	Parkersburgh to Elizabeth	W. Va	W. H. Smith	760 00	1 21

***their pay, and fines and forfeitures remitted*—Continued.**

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 6, 9, 13, 16, 19, 23, 1886...	Hodgeman.....	Failure to arrive.....	.....	$35 40
Jan. 5, 9, 12, 15, 18, 22, 1886...	....do	Failure to depart		
Jan. 5, 8, 12, 15, 19; Feb. 2, 1886	Cowland.....	Failure to arrive.....		
Jan. 2, 9, 13, 16, 20, 23; Feb. 3, 1886.	...do	Failure to depart		
Jan. 7, 14, 1886.....	Dodge City	Failure to arrive.....	.....	87 25
Jan. 4, 7, 14, 18, 1886	Tascosa	.....do		
Jan. 8, 12, 22, 1886.....	....do	Failure to depart.....		
Jan. 11, 14, 1886	Cowland.....	Failure to arrive.....	.....	5 55
Jan. 8, 15, 1886	....do	Failure to depart		
Jan. 8, 1886	Garden City	Failure to arrive.....		
Jan. 14, 1886	....do	Failure to depart		
Jan. 8, 15, 1886	Utica	Failure to arrive	.....	2 76
Jan. 9, 16, 1886	....do	Failure to depart		
Jan. 8, 15, 22, 1886.....	....do	Failure to arrive.....	.....	11 34
Jan. 9, 16, 23, 1886.....	....do	Failure to depart		
.....do	Ness City.....	Failure to arrive.....		
Jan. 8, 15, 22, 1886.....	....do	Failure to depart		
In first quarter, 1886	.....	Failure on 6 miles.....	.....	13 71
Jan. 7, 1886	Mankato.....	Failure to arrive and depart..	.....	1 91
Jan. 7, 9, 12, 21, 26, 1886.....	Norton	.....do	.....	10 56
Jan. 5, 9, 12, 1886	Logan	.....do		
Jan. 7, 1886.....	Gettysburgh.....	.....do	.....	2 33
Jan. 7; Feb. 2, 3, 8, 1886.....	Douglas	Failure to arrive.....	.....	4 65
Jan. 8; Feb. 2, 4, 1886.....	...do	Failure to depart		
Jan. 8; Feb. 2, 4, 10, 1886.....	Winfield.....	Failure to arrive.....		
Jan. 7; Feb. 2, 3, 9, 1886.....	....do	Failure to depart		
In first quarter, 1886.....	Cuba to Springview.	Failure on 13 miles	.....	28 76
.....	.....	Whereas the deduction ordered Apr. 29, 1886, was calculated on a distance of 20 miles and annual pay of $386.66 instead of 23½ miles and $454.33, which would make the deduction $2.90, an additional deduction is necessary in order that the total deduction may be equal to the amount of service lost.	.....	44
Feb. 12, 1886	Newberry	Failure to connect.....	$1 00	.....
Mar. 31, 1886	.....	Failure round trip.....	.....	4 18
.....	.....	Kingsville, failed to connect with depending mails as follows: P. M. train, Feb. 27; Mar. 6, 24, 1886.	2 00	.....
Jan. 1, 1886.....	.....	Failure half trip.....	.....	1 30
Jan. 22, 23, 1886	.....	.....do	.....	7 46
.....do	.....	.....do	.....	3 92
Jan. 22, 1886.....	.....	Failure round trip	.....	6 76
Jan. 8, 9, 11, 16, 22, 23, 1886.....	.....	.....do	.....	60 06
Jan. 25, 1886	.....	Failure half trip.....		
Jan. 4, 1886.....	Saint Peter	Failure to depart	.....	54 58
Jan. 22, 1886	....do	Failure to arrive and depart..		

Remit $1 66 of the deduction noted in report for April 23, 1886, it having been shown that service was performed on 18½ miles of route, January 25, 1886, and only 8 miles of the route omitted.

Remit 2 22 of the deduction noted in report for April 29, 1886, it appearing on a re-examination of the case, dated April 29, 1886, that the deduction was based on a service of two instead of three times a week; a remission is necessary.

.....	.....	A revision of the case, dated April 19, 1886, shows that the deduction should be $5.12, instead of $4.84. Therefore deduct additional	.....	$0 28

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 6	15155	Jefferson to Flowery Branch	Ga	S. D. Castleman	$246 00	$1 18
	15155	do	Ga	do		
	15155	do	Ga	do		
	15155	do	Ga	do		
	15156	Jefferson to Harmony Grove	Ga	do	216 00	34
	15157	HarmonyGrove to Danielsville	Ga	J. S. P. Ritchie	196 00	94
	15160	Lawrenceville to Jefferson	Ga	E. Rainey	236 00	1 13
	15160	do	Ga	do		
	15162	Duluth to Mazeppa	Ga	E. T. Cason	87 00	41
	15162	do	Ga	do		
	15163	Buford to Jug Tavern	Ga	A. Easley	122 98	1 18
	15164	Cumming to Duluth	Ga	W. C. D. Smith	497 50	79
	15166	Dawsonville to Gainesville	Ga	S. D. Castleman	286 00	91
	15166	do	Ga	do		
	15166	do	Ga	do		
	15166	do	Ga	do		
	15169	Jasper to High Tower	Ga	V. Boreing	229 00	1 10
	15169	do	Ga	do		
	15169	do	Ga	do		
	15171	Canton to Talking Rock	Ga	W. M. Cline	189 98	91
	15172	Canton to Jasper	Ga	A. Easley	344 88	1 10
	15173	Canton to Cumming	Ga	do	262 98	1 26
	15173	do	Ga	do		
	15173	do	Ga	do		
	15175	Woodstock to Alpharetta	Ga	do	188 98	90
	15176	Ball Ground to Juno	Ga	S. D. Castleman	263 00	1 26
	15177	Cartersville to Wales	Ga	do	399 00	1 27
	15182	La Fayette to Trion's Factory	Ga	do	153 39	49
	15182	do	Ga	do		
	15182	do	Ga	do		
	15182	do	Ga	do		
	15186	Rome to Trion's Factory	Ga	do	764 48	1 22
	15186	do	Ga	do		
	15188	Cumming to Orange	Ga	A. Easley	188 00	60
	17195	Blountsville to Bangor	Ala	C. C. Morse	340 00	54
	17196	Blountsville to Blountsville	Ala	T. A. Cobb	380 00	1 21
	17197	Blountsville to Birmingham	Ala	Allen & Haley	624 00	3 00
	17197	do	Ala	do		
	17199	Atalla to Gladney	Ala	M. T. Craft	232 61	1 11
	17208	Vernon to Kennedy	Ala	R. C. Rector	203 13	97
	17208	do	Ala	do		
	17212	Fayette C. H. to Boley Springs	Ala	G. W. Powell	295 00	1 41
	17213	Fayette C. H. to Tuscaloosa	Ala	do	460 00	2 21
	17218	Holly Grove to Pikeville	Ala	Allen & Haley	530 48	2 54
	17219	Jasper to Arkadelphia	Ala	P. R. Schnebly	174 14	1 67
	17223	Jasper to Fayette C. H	Ala	D. Studdard	747 00	2 39
	17228	Birmingham to Brownsville	Ala	C. C. Morse	163 00	78
	17228	do	Ala	do		
	17231	Jonesborough to Hayes	Ala	J. J. Campbell	358 00	1 72
	17239	Ashville to Fairview	Ala	C. C. Brassfield	307 64	49
	17239	do	Ala	do		
	19233	Pavo to Hopewell Springs	Tenn	W. B. Catching	276 00	44
	19284	Coal Creek to Agee	Tenn	D. R. Dew	98 00	47
	19284	do	Tenn	do		
	19284	do	Tenn	do		
	19298	River Hill to Pikeville	Tenn	Ames & Howard	153 00	1 47
	19298	do	Tenn	do		
	19298	do	Tenn	do		
	19298	do	Tenn	do		
	19298	do	Tenn	do		
	19394	Holt's Corners to South Berlin	Tenn	J. R. Pigg	330 00	1 58
	19465	Thomasville to Ashland	Tenn	W. B. Link	290 00	92
	19466	Thomasville to Clarksville	Tenn	do	264 00	84
	19474	Dover to La Fayette	Tenn	W. B. Catching	200 00	96
	19475	Indian Mound to La Fayette	Tenn	A. Baywell	122 00	39
	19475	do	Tenn	do		
	19475	do	Tenn	do		
	19527	Paris to Como	Tenn	W. B. Catching	212 00	67
	20223	Mount Vernon to Somerset	Ky	W. F. Costellow	230 00	1 10

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12, 15; Mar. 30, 1886	Jefferson	Failure to arrive		
Jan. 9, 16; Mar. 31, 1886	do	Failure to depart		
Jan. 9, 16; Mar. 31, 1886	Flowery Branch	Failure to arrive		$7 67
Jan. 8, 12, 15; Mar. 30, 1886	do	Failure to depart		
Jan. 9; Mar. 29, 31, 1886		Failure round trip		2 04
Jan. 9, 1886		do		1 88
Jan. 11, 1886	Lawrenceville	Failure to arrive and depart		5 65
Jan. 5, 8, 12; Mar. 30, 1886	Jefferson	do		
Jan. 6, 1886		Failure half trip		2 87
Jan. 9, 13; Mar. 31, 1886		Failure round trip		
Jan. 9, 16, 1886		do		4 72
Jan. 4, 5, 11, 12; Mar. 29,30,31, 1886.		do		11 06
Mar. 30, 1886	Dawsonville	Failure to arrive		2 27
Mar. 31, 1886	do	Failure to depart		
Mar. 29, 31, 1886	Gainesville	Failure to arrive		
Mar. 30, 1886	do	Failure to depart		
Jan. 9, 13, 1886	Jasper	Failure to arrive and depart		8 80
Jan. 12, 15, 1886	High Tower	do		
Mar. 27, 31, 1886	do	Failure round trip		
Jan. 9; Mar. 30, 1886		do		3 64
Jan. 9, 16; Mar. 31, 1886		do		6 60
Jan. 16, 1886		do		5 04
Jan. 16, 1886	Canton	Failure to arrive and depart		
Jan. 9, 1886	Cumming	do		
Jan. 16, 23; Mar. 31, 1886		Failure half trip		2 70
Jan. 12, 1886		Failure round trip		2 52
Jan. 12; Mar. 31, 1886		Failure half trips		2 54
Jan. 11; Mar. 29, 31, 1886	La Fayette	Failure to arrive		2 20
Jan. 16, 26; Mar. 27, 29, 1886	do	Failure to depart		
Mar. 30, 1886	Trion's Factory	Failure to arrive		
Mar. 31, 1886	do	Failure to depart		
Jan. 4, 1886		Failure half trip	$2 00	1 22
In first quarter		Wet and damaged mail twice		
Jan. 11, 1886		Failure round trip		1 20
Jan. 9; Mar. 30, 1886		Failure round trips		2 16
Jan. 4, 5; Mar. 29, 30, 31, 1886		Failure half trips	5 00	6 05
		For failing to supply Walnut Grove on schedule days, the mail having been kept overnight at the carrier's house.		
Jan. 9, 12; Mar. 30, 31, 1886		Failure half trips		16 40
Jan. 23, 1886		Failure on 33 miles		
Mar. 30, 1886		Failure half trip		1 11
Jan. 9, 1886		Failure round trip		2 91
Mar. 31, 1886		Failure half trip		
Mar. 30, 1886		do		1 41
Jan. 7; Mar. 30, 1886		Failure round trip		8 84
Mar. 22, 29, 1886		Failure half trip		5 08
Jan. 8, 1886		Failure round trip		3 34
Mar. 30, 1886		Failure half trip		2 39
Jan. 11; Feb. 15, 1886		Failure round trips		3 90
Mar. 29, 1886		Failure half trips		
Mar 30, 1886		Failure round trip		3 44
Jan. 4, 1886		do		2 11
Mar. 30, 31, 1886		Failure on 5½ miles		
Mar. 27, 30, 31, 1886		Failure round trips		2 64
Jan. 9; Feb. 13,3; Mar.27,1886		Failure on 6 miles		3 95
Jan. 13, 1886		Failure on 9 miles		
Jan. 16; Mar. 13, 1886		Failure round trip		
Jan. 11, 1886		Failure on 13 miles		5 93
Mar. 29, 1886		Failure round trip		
Feb. 15, 1886	Pikeville	Failure to arrive		
Feb. 16, 1886	do	Failure to depart		
Jan. 11, 1886		Failure round trip		3 16
Jan. 9; Feb. 4, 6, 1886		do		5 52
Feb. 3, 1886		do		1 68
Feb. 5; Mar. 29, 1886		do		3 84
Jan. 9, 1886		do		2 34
Feb. 4, 6, 11, 1886	Indian Mound	Failure to arrive and depart		
Feb. 4, 1886	La Fayette	do		
do		Failure round trip		1 34
		A revision of the case dated April 30, 1886, shows that the deduction should be $3.96 instead of $3.09; therefore, deduct		87

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 6	20493	Booneville to Hyden	Ky	J. B. Campbell	$196 00	$1 88
	20493	....do	Ky	....do		
	20493	....do	Ky	....do		
	20493	....do	Ky	....do		
	20495	Pellville to Hawesville	Ky	F. M. Head	175 00	56
	20496	Crandell to Calhoun	Ky	J. A. Craft	193 07	92
	20497	Tompkinsville to Fountain Run	Ky	D. D. Wood	135 00	64
	20497	....do	Ky	....do		
	20498	Goochland to Livingston	Ky	G. A. Parker	97 50	46
	20498	....do	Ky	....do		
	20501	Salyersville to Relief	Ky	J. A. Craft	170 00	81
	20501	....do	Ky	....do		
	20501	....do	Ky	....do		
	20501	....do	Ky	....do		
	20501	....do	Ky	....do		
	20505	Venters to Sand Lick	Ky	....do	118 54	1 13
	20508	Beattyville to Stanton	Ky	....do	296 00	1 42
	20508	....do	Ky	....do		
	20509	Wurtland to Greenup	Ky	....do	155 00	24
	20509	....do	Ky	....do		
	20510	Woodbine to Dishman	Ky	....do	133 18	64
	20510	....do	Ky	....do		
	20510	....do	Ky	....do		
	20510	....do	Ky	....do		
	20511	Greensburgh to Knob Lick	Ky	C. De Fevers	240 76	76
	20511	....do	Ky	....do		
	20511	....do	Ky	....do		
	20511	....do	Ky	....do		
	20511	....do	Ky	....do		
	20513	Westport to La Grange	Ky	J. A. Craft	230 90	36
	20517	Dyersburgh to Kuttawa	Ky	....do	364 84	58
	20519	New Concord to Blood	Ky	J. C. Stubblefield	200 00	96
	20519	....do	Ky	....do		
	20519	....do	Ky	....do		
	20520	Lexington to Richmond	Ky	J. A. Craft	286 00 308 00	91 91
	20520	....do	Ky	....do		
	20520	....do	Ky	....do		
	20520	....do	Ky	....do	286 00 308 00	91 98
	20520	....do	Ky	....do		
	20521	Nickells to Birmingham	Ky	G. D. Griffin	288 00	46
	20521	....do	Ky	....do		
	20521	....do	Ky	....do		
	20523	Barboursville to Payne's	Ky	J. A. Craft	99 13	47
	20525	Dallas to Pulaski	Ky	....do	119 00	57
	20528	Sandy Hook to Blaine	Ky	A. Easley	192 98	92
	20529	Grayson to Vanceburgh	Ky	J. A. Craft	425 00	2 04
	20529	....do	Ky	....do		
	20530	Millerstown to Uptonville	Ky	D. T. Skaggs	103 00	49
	20532	Greenup Lime Works to Wheelersburgh.	Ky	C. Cartwright	138 00	22
	20536	Salt Creek to Poor Fork	Ky	J. A. Craft	99 00	95
	20536	....do	Ky	....do		
	20538	Moorefield to Neptune	Ky	....do	240 00	76
	20538	....do	Ky	....do		
	20543	Hickory Grove to Symsonia	Ky	J. H. Rust	160 00	76
	20543	....do	Ky	....do		
	20546	Magnolia to New Haven	Ky	C. C. Brassfield	582 21	93
	20553	Atterson to Liberty	Ky	....do	143 00	68
	20558	DeMassville to Dry Ridge	Ky	C. C. Morse	206 53	99
	20559	Big Reedy to Caneyville	Ky	H. V. Childress	155 00	74
	20559	....do	Ky	....do		
	20567	Liberty to Yosemite	Ky	William Lipe	147 50	23
	20569	Mount Sterling to Flat Creek	Ky	H. V. Childress	143 00	45
	20572	Pikeville to Clinchwood	Ky	C. C. Morse	270 00	2 59
	20572	....do	Ky	....do		
	20577	Nicholasville to Little Hickman.	Ky	D. Brunfield	150 00	48

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 16, 23; Feb. 6, 1886	Booneville	Failure to arrive		
Jan. 14, 21; Feb. 4, 1886	do	Failure to depart		
Jan. 8, 15, 22; Feb. 5, 1886	Hyden	Failure to arrive and depart	.....	$14 49
Feb. 11, 25, 1886		Failure on 8 miles		
Jan. 9; Feb. 4 16; Mar. 20, 1886		Failure total	.....	4 48
Jan. 19; Feb. 23, 1886		do	.....	3 68
Jan. 11; Feb. 4, 1886		do		
Jan. 14; Feb. 8, 1886		Failure on 11 miles	.....	4 04
Feb. 5, 1886		Failure total		
Jan. 12, 1886	Livingston	Failure to arrive and depart	.....	1 38
Jan. 12, 15, 19; Feb. 12; Mar. 16, 30, 1886.	Salyersville	do		
Jan. 12, 15, 19 22; Mar. 30, 1886	Relief	do		
Jan. 29, 1886		Failure on 11 miles	.....	12 31
Feb. 5, 1886		Failure on 15 miles		
Feb. 9, 1886		Failure on 16 miles		
Feb. 5, 1886		Failure total	.....	2 26
Jan 9, 12; Feb. 6, 13, 1886	Radical to Stanton	Failure on 19 miles	$1 00	7 44
Mar. 20, 1886	Radical	Failure to return		
Jan. 19; Mar. 10, 1886		Failure total		
Feb. 11, 1886		Failure total (double pro rata for March 10).	.....	2 40
Jan. 9, 1886		Failure total		
Jan. 12; Feb. 13, 1886		Failure on 12½ miles		
Jan. 16; Feb. 6, 1886		Failure on 6½ miles	.....	5 53
Mar. 30, 1886		Failure on 13½ miles		
Jan. 9, 11, 18, 19; Feb. 3, 4, 5, 6, 12, 13, 1886.		Failure total		
Jan. 12, 1886		Failure on 17 miles		
Jan. 15; Mar. 31, 1886		Failure on 20 miles	.....	12 71
Feb. 15, 1886		Failure on 6 miles		
Mar. 29, 1886		Failure on 11 miles		
Jan. 9; Feb. 15, 1886		Failure total	.....	1 44
Jan. 9, 1886		do	.....	1 16
Jan. 9; Feb. 3, 1886		do		
Feb. 6, 1886	Blood	Failure to arrive and depart	.....	6 24
Jan. 23, 1886		Failure on 12 miles		
Jan. 9, 14, 1886	Lexington	Failure to arrive and depart		
Jan. 12, 1886		Failure on 8 miles		
Jan. 9, 1886	Spears, to and from Lexington.	Failure to arrive and depart	.....	8 75
Jan. 11; Feb. 3, 5, 1886	Spears, to and from Richmond.	Failure to arrive and depart		
Jan. 11, 13, 1886	Richmond	do		
Feb. 3, 4, 1886		Failure total		
Jan. 9, 1886	Nickells	Failure to arrive and depart	.....	2 76
Jan. 8, 1886	Birmingham	do		
Feb. 12; Mar. 30, 1886		Failure on 7½ miles	.....	1 12
Jan. 12; Feb. 5, 12; Mar. 30, 1886.		Failure total	.....	4 56
Feb. 4, 1886		Failure on 13 miles	.....	1 13
Jan. 11, 1886		Failure half trips		3 40
Feb. 12, 1886		Failure on one-third of trip	.....	
Jan. 9; Feb. 10, 1886		Failure total	.....	1 96
Jan. 9, 15, 18, 23; Feb. 3, 1886		do	.....	2 20
Feb. 5, 1886		do		
Mar. 27, 1886		Failure on 5 miles	.....	2 25
Jan. 9, 1886		Failure on 8½ miles		
Jan. 11, 1886		Failure on 3½ miles	.....	1 21
Feb. 3, 13, 1886		Failure total		
Jan. 9, 1886		Failure on 9¾ miles	.....	4 20
Feb. 3, 1886		Failure total	.....	1 86
Jan. 16; Feb. 3; Mar. 31, 1886.	Liberty	Failure to arrive and depart	.....	2 04
Jan. 9, 1886		Failure total	.....	1 98
Jan. 12, 1886		do		
Jan. 9, 1886		Failure on 8 miles	.....	2 46
Jan. 16, 21; Feb. 3, 5, 11, 12; Mar. 29, 30, 31, 1886.		Failure total	.....	4 14
Jan. 9, 12, 1886		do	.....	1 80
Jan. 13; Feb. 3, 1886		do		
Jan. 6, 20; Feb. 10, 1886		Failure on 35¼ miles	.....	23 02
Jan. 9, 14, 1886		Failure total	.....	1 92

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 6	20582	Warfield to Mouth of Pond	Ky	H. O. Roop	$363 00	$1 16
	20582	do	Ky	do		
	20582	do	Ky	do		
	20582	do	Ky	do		
	20582	do	Ky	do		
	20589	Owingsville to Bethel	Ky	J. H. Davis	197 99	63
	27566	New Hampton to Basti	Iowa	R. Ritter	519 00	1 66
	27566	do	Ark	do		
	29408	Hot Springs to Stillwater	Ark	do	780 00	2 50
	29408	do	Ark	do		
	29408	do	Ark	do		
	29415	Dardanelle to Russellville	Ark	G. D. Moore	318 00	50
	29415	do	Ark	do		
	29415	do	Ark	do		
	29415	do	Ark	do		
	29419	Rocky Comfort to De Kalb	Ark	do	999 00	1 59
	29422	Hindsville to Springdale	Ark	C. C. Morse	382 11	1 22
	29422	do	Ark	do		
	29422	do	Ark	do		
	29424	Berryville to Burlington	Ark	J. F. Logan	366 00	1 75
	29425	Salem to Mammouth Springs	Ark	W. W. Castleberry	590 00	94
	29425	do	Ark	do		
	29428	Marcy to Sunkland	Ark	J. R. Pigg	120 00	1 15
	29428	do	Ark	do		
	29428	do	Ark	do		
	29431	Hamburgh to Bastrop	Ark	do	269 00	2 50
	29434	Mullins to Evening Shade	Ark	V. Boreing	117 25	37
	29435	South Fork to Mammouth Springs.	Ark	M. A. Moore	168 99	81
	29435	do	Ark	do		
	29438	Harrison to Eureka Springs	Ark	J. Cross	2,190 00	3 00
	29438	do	Ark	do		
	29438	do	Ark	do		
	29440	Patterson's Bluff to Hartman	Ark	V. Boreing	280 00	44
	29440	do	Ark	do		
	29450	Pollard to Piggott	Ark	G. W. Chambers	121 99	58
	29451	Smithville to Imboden	Ark	J. B. Colegrove	444 00	70
	29452	Quitman to Heber	Ark	W. L. Nisler	150 00	72
	29455	Yellville to Toney	Ark	J. L. Jones	108 00	1 03
	29458	Appleton to Atkins	Ark	W. W. Watkins	154 17	74
	29462	Pocahontas to Imboden	Ark	J. W. Wilson	425 00	67
	30155	Edgerly to Merryville	Tex	J. B. Colegrove	396 95	3 81
	30155	do	Tex	do		
	30155	do	Tex	do		
	30155	do	Tex	do		
	33463	Idana to Clifton	Kans	R. Ritter	248 00	1 19
	33463	do	Kans	do		
	33464	Belleville to Republic	Kans	G. D. Jackson	156 00	75
	33467	Muscotah to Willis	Kans	do	225 50	72
	33467	do	Kans	do		
	33472	Seneca to Pawnee City	Kans	V. Boreing	439 00	1 40
	33472	do	Kans	do		
	33475	Beattie to Liberty	Kans	R. Ritter	532 46	75
	43475	do	Kans	do		47
	33484	Climax to Neal	Kans	P. R. Schnebly	252 97	80
	33484	do	Kans	do		
	33489	Alexander to Ellis	Kans	do	416 00	2 00
	33497	Lincoln to Wilson	Kans	do	623 00	1 99
	33497	do	Kans	do		
	33497	do	Kans	do		
	33497	do	Kans	do		
	33501	Wauneta to Hart's Mills	Kans	do	118 50	37
	33505	Walnut to Uniontown	Kans	W. S. Maxwell	232 30	1 11
	33505	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4; Feb. 5; Mar. 31, 1886	.....	Failure total	.....	
Jan. 18, 1886	.....	Failure on 9 miles	.....	
Mar. 22, 1886	.....	Failure on 20 miles	.....	$11 04
Feb. 12, 1886	Mouth of Pond	Failure to arrive	.....	
Feb. 13, 1886	do	Failure to depart	.....	
Jan. 11, 15, 1886	.....	Failure total	.....	2 52
July 1, '83, to Mar. 31, 1886	On the route	Failure on 14¾ miles	.....	583 16
Jan. 22, 23, 1886	.....	Failure on 20½ miles	.....	
Jan. 8, 1886	Hot Springs	Failure on 36½ miles	.....	8 68
Feb. 10, 1886	do	Failure to arrive and depart ..	.....	
Mar. 30, 1886	Stillwater	do	.....	
Jan. 9; Feb. 2, 1886	Dardanelle	Failure to arrive	.....	2 50
Jan. 26; Feb. 2, 1886	do	Failure to depart	.....	
Jan. 8, 9, 15; Feb. 2, 5, 1886	Russellville	do	.....	
Jan. 9, 1886	do	Failure to arrive	.....	
Jan. 8, 1886	De Kalb	Failure to arrive and depart ..	.....	1 59
Jan. 9; Feb. 2, 4, 9, 1886	Hindsville	Failure to arrive	.....	9 15
Jan. 9; Feb. 2, 6, 1886	do	Failure to depart	.....	
Jan. 9; Feb. 2, 4, 9, 1886	Springdale	Failure to arrive and depart ..	.....	
Feb. 5, 1886	.....	Failure total	.....	3 50
Feb. 3, 4, 1886	Mammouth Sp'g's	Failure to arrive and depart ..	.....	2 74
Mar. 29, 1886	.....	Failure on 17½ miles one way ..	.....	
Jan. 9, 23; Feb. 6, 1886	Marcy	Failure to arrive and depart ..	.....	9 89
Jan. 9, 2, 23; Feb. 6, 1886	Sunkland	do	.....	
Jan. 16, 1886	do	Failure on 12 miles	.....	
Feb. 26, 1886	Bastrop	Failure on 20 miles	.....	2 94
Feb. 2, 4, 6, 1886	.....	Failure total	.....	2 22
Jan. 9, 1886	Mammouth Sp'g's	Failure on 9 miles	.....	1 85
Feb. 6, 1886	do	Failure to arrive and depart ..	.....	
Feb. 3, 4, 1886	Harrison	Failure to arrive and depart ..	.....	12 00
Feb. 2, 4, 1886	Eureka Springs	Failure to arrive	.....	
Feb. 2, 7, 1886	do	Failure to depart	.....	
Jan. 2, 4, 5, 6, 7, 8, 15, 16, 19, 27, 28, 29; Feb. 3; Jan. 9, 1886.	Patterson's Bluff	Failure to arrive and depart ..	.....	11 44
Jan. 7, 8, 9, 15, 16, 19, 21, 27, 28, 29, 30; Feb. 3, 1886.	Hartman	do	.....	
Feb. 5, 1886	.....	Failure total	.....	1 16
Feb. 3, 5, 1886	.....	do	.....	2 80
Feb. 2, 5, 1886	.....	do	.....	2 84
Feb. 4; Mar. 25, 1886	.....	do	.....	4 12
Feb. 3, 1886	.....	do	.....	1 48
Feb. 2, 3, 4, 1886	.....	do	.....	4 02
Jan. 15; Mar. 5, 1886	Edgerly	Failure to arrive	.....	15 24
do	do	Failure to depart	.....	
Jan. 7; Mar. 4, 1886	Merryville	do	.....	
Jan. 9; Mar. 6, 1886	do	Failure to arrive	.....	
Jan. 18, 22, 1886	Idana	Failure to arrive and depart ..	.....	3 57
Jan. 5, 1886	Clifton	do	.....	
Jan. 2, 5, 9, 12, 1886	.....	Failure total	.....	6 00
Jan. 7, 9, 1886	Muscota	Failure to arrive and depart ..	.....	5 76
Jan. 7, 9, 12, 14, 21; Mar. 9, 1886.	Willis	do	.....	
Jan. 4, 8, 1886	Seneca	do	.....	5 60
Jan. 5, 7, 1886	Pawnee City	do	.....	
Jan. 4, 7, 8, 9, 1886	.....	Failure on 8 miles 6 times a week service.	.....	5 26
Jan. 7, 1886	.....	Failure on 12½ miles 3 times a week service.	.....	
Jan. 9; Feb. 2, 1886	Climax	Failure to arrive and depart ..	.....	5 60
Jan. 7–9; Feb. 2, 4, 9, 1886	Neal	do	.....	
Jan. 8, 9, 1886	.....	Failure total	.....	4 00
Jan. 2, 5, 7, 9, 14; Feb. 4, 6, 11, 13, 16, 18, 23, 25, 27; Mar. 2, 4, 6, 9, 11, 13, 1886.	Lincoln	Failure to arrive	.....	57 71
Jan. 4, 6, 8, 11, 15; Feb. 3, 5, 8, 12, 15, 17, 19, 24, 26; Mar. 1, 3, 5, 8, 10, 12, 15, 1886.	do	Failure to depart	.....	
Jan. 4, 6, 8, 11, 15, 20; Feb. 5, 12, 19, 1886.	Wilson	Failure to arrive	.....	
Jan. 2, 5, 7, 9, 16, 21; Feb. 4, 13, 1886.	do	Failure to depart	.....	
Jan. 2, 4, 1886	.....	Failure total	.....	1 48
Feb. 2, 1886	Walnut	Failure to arrive and depart ..	.....	5 55
Jan. 9; Feb. 2, 9; Mar. 30, 1886.	Uniontown	do	.....	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 6	33506	Harper to Cleveland	Kans ..	W. S. Maxwell	$338 00	$1 62
	33506	....do	Kans ..	....do		
	33506	....do	Kans ..	....do		
	33511	Columbus to Chetopa	Kans ..	....do	109 50	1 05
	33524	Huron to Severance	Kans ..	V. Boreing	231 77	74
	33524	....do	Kans ..	....do		
	33525	Edna to Atchison	Kans ..	....do	383 00	61
	33533	Marion to Redwood	Kans ..	....do	691 67	95
						29
	33533	....do	Kans ..	....do		
	33534	Marion to Elmdale	Kans ..	S. A. Pond	420 00	2 01
	33536	Leon to Leon	Kans ..	F. S. Smith	384 43	1 23
	33538	Jetmore to Kidderville	Kans ..	P. R. Schnebly	286 80	1 37
	33541	Washington to Reynolds	Kans ..	V. Boreing	660 00	2 11
	33541	....do	Kans ..	....do		
	33541	....do	Kans ..	....do		
	33541	....do	Kans ..	....do		
	83542	Washington to Clyde	Kans ..	E. Badger	585 00	1 87
	33549	Stockton to Adamson	Kans ..	J. E. Mason	297 00	1 42
	33561	Anthony to Hazleton	Kans ..	H. Tisedale	294 05	1 41
	33564	Pratt to Greensburgh	Kans ..	....do	508 53	2 44
	33564	....do	Kans ..	....do		
	33564	....do	Kans ..	....do		
	33564	....do	Kans ..	....do		
	33567	Jetmore to Brown's Grove	Kans ..	....do	390 00	1 87
	33567	....do	Kans ..	....do		
	33567	....do	Kans ..	....do		
	33567	....do	Kans ..	....do		
	33572	Irving to Randolph	Kans ..	J. E. Mason	604 38	96
	33573	Manhattan to Randolph	Kans ..	P. R. Schnebley	767 41	1 22
	33575	West Creek to Talmo	Kans ..	F. S. Smith	144 00	69
		RAILROAD SERVICE.				
	18019	Memphis to New Orleans	Miss...	D. N. O. & T. Rwy	41,291 02	56 56
	26015	Winona to Saint Peter	Minn ..	W. & St. P. Rwy	17,690 29	24 23
	26015	....do	Minn ..	....do		
	26015	....do	Minn ..	....do		
	26016	Sleepy Eye to Redwood Falls	Minn ..	....do	1,138 43	
	26016	....do	Minn ..	....do		
	26016	....do	Minn ..	....do		
	26017	Rochester to Zumbrota	Minn ..	....do	1,116 63	1 78
	26017	....do	Minn ..	....do		
	26017	....do	Minn ..	....do		
	26017	....do	Minn ..	....do		
	26018	Chatfield to Plainview	Minn ..	....do	1,228 21	
	26020	Worthington to Salem	Minn ..	C., St. P., N. & O. Rwy.	4,989 51	6 83
	26020	....do	Minn ..	....do		
	26022	Wabasha to Zumbrota	Minn ..	C., M. & St. P. Rwy	2,583 46	4 12
	26022	....do	Minn ..	....do		
	26022	....do	Minn ..	....do		
	26022	....do	Minn ..	....do		
	26024	Mankato to Wells	Minn ..	....do	1,730 32	2 76
	26024	....do	Minn ..	....do		
	27012	Clinton to La Crosse	Iowa...	....do	24,329 66	38 36
	27018	Davenport to Maquoketa	Iowa...	....do	1,877 15	2 99
	27020	Farley to Cedar Rapids	Iowa...	....do	3,661 43	5 84
	27023	Buelah to Elkader	Iowa...	....do	726 32	1 16
	27025	Calmar to Running Water	Iowa...	....do	38,871 47	62 09
	27025	....do	Iowa...	....do		
	27026	Conover to Decorah	Iowa...	....do	584 87	93
	28026	....do	Iowa...	....do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1, 8, 15, 22; Feb. 2, 1886	Harper	Failure to arrive		
Jan. 2, 9, 16, 23; Feb. 1, 1886	....do	Failure to depart	.....	$24 30
Jan. 2, 9, 13, 16, 23; Feb. 3, 6, 10, 13, 17, 1886.	Cleveland	Failure to arrive and depart		
Jan. 23, 1886	Chetopa	.....do	.....	1 05
Jan. 7, 9, 23, 25, 1886	Huron	.....do	.....	8 14
Jan. 2, 4, 9, 21, 23, 25, 28, 1886	Severance	.....do		
Jan. 7, 8, 9, 27; Feb. 10; Mar. 4, 9, 15, 1886.	.....	Failure total	.....	9 76
Jan. 4, 7, 8; Feb. 2, 1886	.....	Failure on 18 miles 6 times a week service.		
Jan. 5, 7, 9, 23, 1886	.....	Failure on 5½ miles 3 times a week service.	.....	9 92
Jan. 8, 1886	.....	Failure total	.....	4 02
Feb. 2, 1886	.....	.....do	.....	2 46
Jan. 2, 5, 9, 16, 23; Feb. 2, 9, 1886.	.....	.....do	.....	19 18
Jan. 5, 9, 28, 1886	Washington	Failure to arrive		
Jan. 4, 8, 1886	....do	Failure to depart		
Jan. 4, 6, 8, 11, 22, 29, 1886	Reynolds	Failure to arrive	.....	17 93
Jan. 5, 7, 9, 12, 23, 30, 1886	... do	Failure to depart		
Jan. 6, 7, 1886	.....	Failure total	.....	3 74
Jan. 8, 9, 1886	.....	.....do	.....	2 84
Jan. 9; Feb. 2, 1886	.....	Failure total	.....	5 64
Jan. 19, 1886	Pratt	Failure to arrive		
Jan. 22, 1886	....do	Failure to depart		
Jan. 8, 18, 22, 1886	Greensburgh	Failure to arrive	.....	9 76
Jan. 9, 19, 23, 1886	....do	Failure to depart		
Jan. 8, 12, 19, 22, 26, 29; Feb. 2, 5, 9, 12, 16, 19, 1886.	Jetmore	Failure to arrive		
Jan. 2, 9, 13, 20, 23, 27, 30; Feb. 3, 6, 10, 13, 17, 20, 1886.	....do	Failure to depart	.....	28 98
Jan. 2, 20; Feb. 3, 1886	Brown's Grove	Failure to arrive		
Jan. 8, 19; Feb. 2, 1886	...do	Failure to depart		
Jan. 7, 8, 1886	.....	Failure total	.....	3 84
Jan. 4, 7, 8, 1886	.....	.....do	.....	7 32
Jan. 5, 9, 1886	.....	.....do	.....	2 76
Jan. 9, 10, 16, 17; Mar. 10, 1886.	Memphis	Failure of train No. 2 to connect with depending mails.	$141 50	.....
Jan. 8, 9, 1886	Winona	Failure to arrive		
Jan. 22, 1886	... do	Failure to arrive and depart	.....	72 69
Jan. 22, 1886	Saint Peter	.....do		
Jan. 22, 1886	Sleepy Eye	.....do		
Jan. 11, 1886	Redwood Falls	Failure to depart	.....	4 52
Jan. 22, 1886	....do	Failure to arrive and depart		
Jan. 5, 1886	Rochester	Failure to arrive		
Jan. 4, 26, 1886	....do	Failure to depart		
Jan. 7, 1886	....do	Failure to arrive and depart	.....	9 79
Jan. 4, 9, 22, 1886	Zumbrota	... do		
.....	.....	For negligence on the part of the company's messenger or agent at Chatfield, Minn., in failing to call for and dispatch the 1:30 p. m. mail Oct. 10, 1886.	2 00	.....
Jan. 21, 1886	Salem	Failure to depart	.....	6 83
Jan. 22, 1886	....do	Failure to arrive		
Jan. 4, 5, 9, 11, 22, 1886	Wabasha	Failure to arrive and depart		
Jan. 8, 23, 1886	Zumbrota	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart	.....	39 14
Jan. 4, 9, 22, 1886	....do	Failure to arrive and depart		
Jan. 7, 9, 21, 23, 1886	.....	Failure half trip	.....	27 60
Jan. 4, 8, 22, 1886	.....	Failure round trip		
Jan. 4, 22, 1886	Clinton	Failure to arrive	.....	38 86
Jan. 22, 1886	.....	Failure round trip	.....	5 98
Jan. 22, 1886	.....	.....do	.....	11 68
Jan. 4, 9, 1886	.....	.....do	.....	4 64
Jan. 4, 8, 9, 22, 1886	Calmar	Failure to arrive		
Jan. 5, 9, 11, 22, 1886	....do	Failure to depart	.....	248 36
Jan. 9, 1886	.....	Failure round trip		
Jan. 11, 22, 23, 1886	.....	Failure half trip	.....	465

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 6	28035	Neelysville to Doniphan	Mo	St. L. I. M. & S. Rwy	$858 84	$1 37
	28035	....do	Mo	....do		
	28035	....do	Mo	....do		
	28035	....do	Mo	....do		
	28035	....do	Mo	....do		
	28047	Jefferson City to Bagnell	Mo	Mo. Pacific Rwy	1,946 83	3 10
	29008	Helena to Forrest City	Mo	St. L. I. M. & S. Rwy	1,876 72	2 57
		Remission.				
		STAR SERVICE.				
	10111	White Hall to Pylesville	Md	W. H. Smith	648 75	1 03
		STAR SERVICE.				
May 7	8393	Bloomsburgh to Pine Summit	Pa	E. A. Doty	360 00	57
	8393	....do	Pa	....do		
	8398	Benton to Laporte	Pa	S. Keefer	265 00	84
	8398	....do	Pa	....do		
	8406	Nescopeck to Slocum	Pa	C. C. Morse	190 00	31
	8435	Pecono to Blakeslee	Pa	C. W. Underwood	380 00	36
	8435	....do	Pa	....do		48
	8447	Honesdale to Damascus	Pa	C. C. Morse	294 00	94
	8476	Mehoopany to Towanda	Pa	S. D. Castleman	937 00	1 49
	8479	Laceyville to Rush	Pa	T. J. Shaw	240 00	76
	8485	Wyalusing to Montrose	Pa	C. N. Beers	784 00	1 25
	8485	....do	Pa	....do		
	8499	Troy to Big Pond	Pa	C. C. Morse	370 00	59
	8499	....do	Pa	....do		
	8500	Troy to Mansfield	Pa	....do	448 00	71
	8500	....do	Pa	....do		
	8500	....do	Pa	....do		
	8500	....do	Pa	....do		
	8500	....do	Pa	....do		
	8508	Laporte to Eldredsville	Pa	C. W. Underwood	560 00	89
	8508	....do	Pa	....do		
	8508	....do	Pa	....do		
	8509	Eldredsville to Canton	Pa	C. C. Morse	318 00	1 01
	8519	Wellsborough to Mansfield	Pa	B. F. Crouse	298 00	95
	8519	....do	Pa	....do		
	8521	Galeton to Brookland	Pa	J. A. Cloos	339 17	54
	8526	Rutland to Seely Creek	Pa	C. C. Morse	347 00	55
	8526	....do	Pa			
	11617	Saltville to Elk Garden	Va	G. W. Chambers	363 99	57
	11617	....do	Va	....do		
	11619	Mandota to Estillville	Va	....do	243 99	77
	17241	Ashville to Whitney	Ala	J. B. Colegrove	249 00	19
	17246	....do	Ala	....do		
	17241	Cross Plains to Centre	Ala	G. T. Tally	398 00	63
	17246	....do	Ala	....do		
	17248	Jacksonville to Gadsden	Ala	G. B. Donthic	392 72	1 25
	17248	....do	Ala	....do		
	17255	Edwardsville to Cicero	Ala	G. C. Brassfield	186 00	89

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinqency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 1886	Neelysville	Failure to arrive and depart		
Feb. 4, 1886	do	Failure to arrive		
Feb. 3, 1886	Doniphan	Failure to arrive and depart		
Jan. 7, 20, 21, 22, 23, 25, 28, 30, 1886.	Neelysville	Failure to connect with depending mails.	$16 50	$3 42
Jan. 1, 4, 6, 8, 22, 25, 27, 29, 30; Feb. 1, 4, 6, 8, 10; Mar. 1, 5, 1886.	Doniphan	do		
Mar. 15, 1886	Jefferson City	Failure to connect	1 50	
Feb. 3, 1886		Failure round trip		5 14
Remit $0 12 of the deduction noted in report for Apr. 20, 1886. A revision of case dated April 30, 1886, shows that the deduction should be $4 instead of $4.12.				
Feb. 3, 4, 5, 8, 9, 10, 11, 12, 13, 15, 16, 18, 20, 27; Mar. 1, 6, 11, 12, 13, 15, 16, 18, 19, 20, 22, 23, 24, 25, 30, 1886.	Pine Summit	Failure to arrive in schedule time.	$7 25	$1 14
Mar. 10, 31, 86	do	Failure to arrive		
Jan. 2, 5, 7; Feb. 27, 1886		Failure on 13 miles		4 63
Feb. 13, 1886		Failure on 8 miles		
Mar. 16, 1886		Failure total		1 82
Jan. 5, 1886		Failure on 8 miles three times a week service.	2 00	96
Jan. 4, 1886	Houser Mill	Mail delivered very wet and bad condition.		
Feb. 13, 1886		Failure total		1 88
Jan. 5, 9, 1886	Mehoopany	Failure on 17 miles		1 58
Jan. 9, 1886		Failure total		1 52
Jan. 9, 1886		Failure on 14 miles		2 50
Jan. 6, 9, 1886		Failure on 13 miles one way		
Jan. 9; Mar. 23, 1886		Failure total		
Jan. 4, 6, 7, 12, 13, 14, 15, 16, 19, 20, 23, 26, 28; Feb. 3, 4, 5, 8, 9, 10, 13, 16, 17, 18, 19, 22, 23, 24, 25, 26, 27; Mar. 2, 3, 4, 5, 6, 9, 10, 11, 12, 16, 17, 18, 19, 20, 25, 27, 29, 30, 31, 1886.	Wetona	Failure to supply	5 88	2 36
Jan. 5; Mar. 23, 31, 1886	Troy	Failure to arrive		
Jan. 6; Mar. 24, 1886	do	Failure to depart		
Jan. 5, 21; Mar. 23, 31, 1886	Mansfield	do		5 28
Jan. 6, 21; Mar. 24, 1886	do	Failure to arrive		
Jan. 9, 1886		Failure on 11½ miles		
Jan. 5, 7, 1886	Laporte to Forksville.	Failure to arrive and depart		
Jan. 7, 1886	Forksville	do		3 32
Jan. 4; Feb. 15; Mar. 31, 1886	Eldredsville to Forksville.	Failure total		
Mar. 22, 1886		Failure on 12 miles		1 27
Jan. 6, 8, 1886	Mansfield	Failure to arrive and depart		2 85
Jan. 6, 8, 1886	Wellsborough	Failure to arrive		
Jan. 5, 1886		Failure total		1 08
Jan. 4, 18, 19, 30; Feb. 5, 6, 8, 12, 13, 15, 16, 17, 18, 20; Mar. 1, 2, 5, 6, 7, 10, 12, 1886.	Seely Creek	Failure to connect		
Feb. 1, 4, 6, 8, 10, 11, 12, 13, 15, 16, 20, 26, 27; Mar. 5, 6, 8, 9, 10, 12, 13, 15, 17, 19, 20, 23, 24, 26, 29, 1886.	Rutland	Failure to arrive in schedule time.	13 37	
Jan. 9; Mar. 30, 31, 1886.		Failure total		3 99
Jan. 21, 1886		Failure half trip		4 63
Jan. 9, 12; Feb. 4, 1886		Failure total		
Jan. 4; Mar. 30, 31, 1886		Failure two round trips each way.		2 73
Jan. 5, 1886		Failure one round trip		
Jan. 9, 11, 15, 16; Feb. 3; Mar. 29, 30, 31, 1886.		Failure round trips		11 34
Feb. 25; Mar. 20, 1886		Failure half trips		
Mar. 30, 1886		Failure round trip		3 12
Jan. 9, 1886	Gadsden	Failure to depart		
Mar. 30, 1886		Failure round trip		1 78

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.	17257	Edwardsville to Oak Line	Ala	W. F. Hansberger	$231 36	$1 11
May 7	17273	Tuscaloosa to Newtonville	Ala	J. J. Campbell	294 00	1 41
	17271	Tuscaloosa to Eutaw	Ala	do	260 22	2 50
	17274	Tuscaloosa to Jena	Ala	do	640 00	2 05
	17274	do	Ala	do		
	17274	do	Ala	do		
	17274	do	Ala	do		
	17276	Tuscaloosa to Carrollton	Ala	do	440 00	2 11
	17277	Columbia to Wolf Creek	Ala	J. B. Spradley	333 81	1 60
	17278	Helena to Bridgeton	Ala	C. C. Morse	183 00	87
	17278	do	Ala	do		
	17297	Shelby Iron Works to Columbiana.	Ala	do	238 00	32
	17285	Talladega to Good Water	Ala	M. T. Craft	997 00	1 59
	17287	Sycamore to Rockford	Ala	J. J. Campbell	440 12	141 00
	17287	do	Ala	do		
	17287	do	Ala	do		
	17287	do	Ala	do		
	17294	Delta to Blake's Ferry	Ala	H. A. Manning	150 00	72
	17294	do	Ala	do		
	17296	Louina to Almond	Ala	R. B. Craft	117 00	37
	17299	Wedowee to Buffalo	Ala	W. N. Clifton	467 00	1 49
	17299	do	Ala	do		
	17299	do	Ala	do		
	17299	do	Ala	do		
	17299	do	Ala	do		
	29463	Pocahontas to O'Kean	Ark	S. A. Edington	369 00	58
	29463	do	Ark	do		
	29463	do	Ark	do		
	29463	do	Ark	do		
	29463	do	Ark	do		
	29463	do	Ark	do		
	29466	Springdale to Aquilla	Ark	J. L. Cones	64 00	61
	29467	Huntsville to Alabam	Ark	H. M. Presley	100 00	48
	29467	do	Ark	do		
	29468	Winona Springs to Eureka Springs.	Ark	J. L. Jones	113 00	54
	29470	Rally Hill to Lead Hill	Ark	P. Fowler	289 00	1 38
	29472	Salado to Batesville	Ark	J. L. Jones	77 00	74
	29472	do	Ark	do		
	29474	Paris to Corley	Ark	do	138 00	66
	29474	do	Ark	do		
	29475	Charleston to Charleston	Ark	do	265 00	84
	29476	Alpine to Onyx	Ark	do	218 09	2 09
	29485	Perryville to Morrillton	Ark	N. O. Drake	475 00	75
	29485	do	Ark	do		
	29486	Greenway to Brown	Ark	W. H. Mack	77 00	74
	29489	Cummings to Willamette	Ark	C. F. Moore	325 00	1 04
	29490	Red Fork to Waddel	Ark	J. L. Jones	423 00	1 35
	29491	Rob Roy to Swan Lake	Ark	M. G. Sennett	700 00	1 11
	29491	do	Ark	do		
	29492	Dublin to Knoxville	Ark	W. H. Ward	250 00	80
	29493	Tulip to Snapp	Ark	J. C. Bailey	150 00	23
	33576	Bunker Hill to Cheyenne	Kans	M. Knight	299 50	1 43
	33576	do	Kans	do		
	33576	do	Kans	do		
	33576	do	Kans	do		
	33576	do	Kans	do		
	33577	Belleville to Shandia	Kans	J. W. Kidder	350 00	55
	33578	Cimarron to Meade	Kans	Plymell & Leighton	675 00	2 16
	33578	do	Kans	do		
	33580	Greystone to Neodesha	Kans	F. S. Smith	616 19	80 58
	33580	do	Kans	do		
	33580	do	Kans	do		
	33581	Hale to Elk City	Kans	O. Harrington	200 00	64
	33584	Belle Plaine to Boone	Kans	W. N. Gibbs	247 00	79

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 29, 1886		Failure half trip		$1 11
Mar. 31, 1886		Failure to depart		2 82
Mar. 30, 1886	Newtonville	Failure round trip		1 25
Jan. 4, 6, 8, 11, 15; Mar. 29, 31, 1886.	Tuscaloosa	Failure to arrive		
Jan. 5, 7, 9, 16; Mar. 30, 1886	....do	Failure to depart		17 42
Jan. 16; Mar. 30, 1886	Eutaw	Failure to arrive		
Jan. 15; Mar. 29, 31, 1886	....do	Failure to depart		
Mar. 30, 1886		Failure half trip		2 11
Mar. 30, 1886		Failure on 29½ miles		2 81
Jan. 5, 1886		Failure round trip		2 61
Mar. 31, 1886		Failure half trip		
Mar. 28, 29, 1886		Failure round trips		1 28
Mar. 29, 30, 31, 1886		Failure half trips		4 77
Jan. 11, 14, 16; Mar. 29, 31, 1886	Sycamore	Failure to arrive		
Jan. 12, 14, 16; Mar. 30, 1886	....do	Failure to depart		12 69
.....do	....do	Failure to arrive		
Jan. 11, 13, 15; Mar. 29, 31, 1886	....do	Failure to depart		
Mar. 31, 1886		Failure round trip		2 16
Jan. 9, 1886		Failure half trip		
Jan. 6, 11; Mar. 29, 31, 1886		Failure round trip		2 96
Mar. 30, 1886	Wedowee	Failure to arrive		
Mar. 29, 31, 1886	....do	Failure to depart		
.....do	Buffalo	Failure to arrive	$2 00	4 47
Mar. 30, 1886	....do	Failure to depart		
Feb. 25, 1886		Mail wet and damaged		
Feb. 2, 8, 5, 1886	Pocahontas	Failure to depart		
Feb. 3, 4, 5, 1886	....do	Failure to arrive		
Jan. 11, 1886	O'Kean	.....do		3 77
Jan. 12, 1886	....do	Failure to depart		
Feb. 2, 3, 5, 1886	....do	.....do		
Feb. 3, 4, 1886	....do	Failure to arrive		
Jan. 9; Feb. 6, 1886		Failure total		2 44
Feb. 2, 9, 1886	Huntsville	Failure to arrive and depart		1 92
Feb. 2, 6, 1886	Alabam	.....do		
Feb. 2, 1886	....do	Failure total		1 08
Jan. 8, 1886		.....do		2 76
Jan. 9, 16, 1886		Failure on 1 mile		1 85
Feb. 6, 1886		Failure total		
Jan. 9, 1886	Paris	Failure to arrive and depart		1 98
Jan. 9; Feb. 2, 1886	Corley	.....do		
Jan. 8; Feb. 3, 1886		Failure total		3 36
Feb. 12; Mar. 12, 1886	Onyx	Failure on 33 miles		7 88
Feb. 2, 1886	Perryville	Failure to arrive		
Jan. 8, 9, 14, 15, 16, 18, 23, 26, 27, 28, 29, 30; Feb. 4, 5, 6, 12, 1886.	Morrillton	Failure on 1 mile		1 98
Jan. 9, 16, 23; Feb. 6, 13, 20, 27, 1886.		Failure total		10 36
Jan. 9, 11, 1886		.....do		4 16
Jan. 12, 1886		.....do		2 70
Dec. 25, 1885; Jan. 9, 23; Feb. 4, 1886.	Rob Roy	Failure to arrive and depart		11 10
Dec. 25, 1885; Jan. 8, 9, 12, 23; Feb. 3, 1886.	Swan Lake	..... do		
Jan. 9, 12, 14, 16, 21, 23, 30; Feb. 2, 4, 6, 9, 1886.	Knoxville	Failure on 2 miles		5 03
Feb. 3, 4, 5, 1886		Failure total		1 38
Jan. 5, 9, 23; Feb. 13, 1886	Bunker Hill	Failure to arrive		
Jan. 4, 8, 22; Feb. 12, 1886	....do	Failure to depart		
Jan. 4, 8, 14, 18, 22; Feb. 8, 12, 15, 19, 1886.	Cheyenne	Failure to arrive		17 87
Jan. 5, 9, 12, 23; Feb. 9, 13, 16, 20, 1886.	....do	Failure to depart		
Jan. 4, 7, 8, 9, 1886		Failure total		4 40
Jan. 6, 1886	Cimarron	Failure to arrive		2 16
Jan. 23, 1886	....do	Failure to depart		
Jan. 9, 1886		Failure on 15 miles (three times a week service).		
Feb. 2, 1886		Failure on 11 miles (six times a week service).		3 34
Jan. 7, 1886		Failure ½ trip		
Feb. 2, 1886		Failure total		1 28
Jan. 5, 7; Feb. 2, 4, 23, 1886		.....do		7 90

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 7	33585	Millerton to Kingman	Kans	F. S. Smith	$677 00	$2 16
	33585	do	Kans	do		
	33585	do	Kans	do		
	33585	do	Kans	do		
	33586	Conway Springs to Norwich	Kans	P. R. Schnebly	199 64	96
	33588	Harper to Belmont	Kans	J. E. Mason	707 49	2 26
	33588	do	Kans	do		
	33588	do	Kans	do		
	33588	do	Kans	do		
	33589	Altamont to Edna	Kans	P. R. Schnebly	189 00	90
	33593	Mariadahl to Olesburg	Kans	John Carlson	174 00	27
	33596	Dodge City to Greensburgh	Kans	E. J. Renner	703 59	3 37
	33596	do	Kans	do		
	33597	Vansburgh to Cyrus	Kans	A. Musselman	125 00	60
	26139	Currie to Woodstock	Minn	B. W. Beedy	372 26	1 78
		RAILROAD SERVICE.				
	26029	Lake Crystal to Elmore	Minn	C., St. P. M. & O. Rwy	1,965 13	3 13
	26029	do	Minn	do		
	26032	Reno to Preston	Minn	C., M. & St. P. Rwy	2,517 17	4 02
	26044	Mendota to Minneapolis	Minn	do	516 08	70
	26048	Waterville to Red Wing	Minn	M. & St. L. Rwy	3,593 13	5 73
	26048	do	Minn	do		
	26054	Two Harbors to Tower	Minn	D. & I. R. Rwy	2,949 75	4 71
	26054	do	Minn	do		
	26054	do	Minn	do		
	27028	Savannah to U. P. Transfer	Iowa	C., M. & St. P. Rwy	41,137 22	65 71
	27028	do	Iowa	do		
	27028	do	Iowa	do		
	27028	do	Iowa	do		
	27028	do	Iowa	do		
	27028	do	Iowa	do		
	27028	do	Iowa	do		
	27034	Elk Point to Sioux Falls	Iowa	do	5,534 51	8 84
	27039	Turkey River to West Union	Iowa	do	2,728 21	4 35
	27039	do	Iowa	do		
	27039	do	Iowa	do		
	27040	Waukon Junction to Waukon	Iowa	do	983 25	1 57
	27040	do	Iowa	do		
	27047	Cedar Rapids to Ottumwa	Iowa	do	4,820 72	7 70
	27053	Bellevue to Cascade	Iowa	do	1,551 40	2 47
	28010	Kansas City to Cameron	Mo	H. & St. J. Rwy	10,435 75	14 29
						7 14
	28010	do	Mo	do		
	28018	Mount Pleasant to Saint Peter	Mo	St. L., K. & N. W	26,877 28	42 93
	28037	Saint Joseph to Albany	Mo	C., B. & Q. Rwy	2,757 60	4 40
	28037	do	Mo	do		
	28037	do	Mo	do		
	28037	do	Mo	do		
	28046	Corning to Northborough	Mo	K., C., St. J. & C. B	1,509 44	2 41
	34004	Omaha to Oreopolis	Nebr	O. & S. W. Rwy	2,270 88	3 11
				R. P. O. cars	415 00	
	34004	do	Nebr	do		
	34005	Nemaha City to York	Nebr	Nebraska Rwy	9,166 54	14 64
	34005	do	Nebr	do		
	34005	do	Nebr	do		
	34005	do	Nebr	do		
	34006	Crete to Beatrice	Nebr	O. & S. W. Rwy	2,962 36	4 73
	34006	do	Nebr	do		
	34006	do	Nebr	do		
	34011	York to Central City	Nebr	R. Valley Rwy	2,801 65	4 47
	34011	do	Nebr	do		
	34011	do	Nebr	do		
	34011	do	Nebr	do		
	34011	do	Nebr	do		
	34011	do	Nebr	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 7; Feb. 2, 4, 6, 1886	Millerton	Failure to arrive		
Jan. 8; Feb. 3, 5, 6, 1886	do	Failure to depart		$12 96
Feb. 3, 5, 6; 1886	Kingman	Failure to arrive		
Feb. 4, 6, 1886	do	Failure to depart		
Feb. 2, 1886		Failure total		1 92
Jan. 9; Feb. 2, 6, 18, 1886	Harper	Failure to arrive		
Jan. 8; Feb. 3, 5, 17, 1886	do	Failure to depart		18 08
Jan. 8, 27; Feb. 3, 5, 17, 1886	Belmont	Failure to arrive		
Jan. 9; Feb. 4, 6, 1886	do	Failure to depart		
Feb. 2, 1886		Failure total		1 80
Jan. 4, 7, 8, 11, 22, 29; Mar. 4, 1886.		do		3 78
Jan. 8, 15, 1886	Greensburgh	Failure to arrive		
Jan. 9, 16, 1886	do	Failure to depart		6 74
Jan. 2, 1886		Failure total		1 20
Jan. 8, 1886	Woodstock	Failure to arrive and depart		1 78
Feb. 1, 4, 5, 1886	Lake Crystal	Failure to connect		
Jan. 8, 22, 1886		Failure round trip	$4 75	12 52
Jan. 8, 9, 16, 22, 1886		Failure round trips		32 16
Jan. 9, 22, 1886		Failure round trip		2 80
Jan. 4, 1886		Failure ½ trip		
Jan. 9, 22, 1886		Failure round trip		28 65
Jan. 1, 2, 4, 5, 1886		Failure half trip		
Jan. 6, 7, 1886		Failure round trip		
		Only 3 times-a-week service performed from January 6 to March 31, 1886.		377 72
Jan. 11, 1886	Savannah	Failure to depart		
do	U. P. Transfer	do		
Jan. 4, 1886	Between Neola and Marion.	Train No. 2 failed to perform service (239.8 miles).		
do	Between Perry and Neola.	Train No. 3 failed to perform service (102.3 miles).		
Jan. 5, 1886	Between Marion and Perry.	Train No. 3 failed to perform service (137.5 miles).		263 96
Jan. 6, 1886	Between Marion and Council Bluffs.	Train No. 3 failed to perform service (260.7 miles).		
Jan. 7, 8, 9, 1886	Between Bagley and Council Bluffs.	Train No. 3 failed to perform service (106.4 miles).		
Jan. 8, 22, 1886	Sioux Falls	Failure to arrive and depart		17 68
Jan. 22, 1886	Turkey River	do		
do	West Union	Failure to depart		8 70
Jan. 23, 1886	do	Failure to arrive		
Jan. 8, 15, 1886		Failure half trip		
Jan. 9, 11, 16, 22, 23, 1886		Failure round trip		18 84
Jan. 9, 22, 1886		do		30 84
Jan. 22, 1886		do		4 90
Mar. 3, 12, 1886	Kansas City	Train No. 1 failed to connect with depending mails.		
Mar. 8, 1886	do	Train No. 3 failed to connect with depending mails.	10 75	
Jan. 21, 22, 1886	Mount Pleasant	Failure to arrive and depart		85 86
Jan. 22, 1886	Saint Joseph	Failure to arrive		
Jan. 23, 1886	do	Failure to depart		13 20
Jan. 8, 23, 1886	Albany	Failure to arrive and depart		
Jan. 8, 9, 22, 23, 1886		Failure round trip		19 28
Jan. 3, 6, 10, 11, 22, 1886		Failure half trip		
Jan. 4, 7, 8, 9; Mar. 17, 18, 19, 1886.		Failure round trip		59 09
		Failed to run P. O. cars as above		10 80
Jan. 4, 5, 7, 8, 9, 22, 23, 1886	Nemaha City	Failure to arrive and depart		
Jan. 4, 5, 6, 7, 8, 9, 11, 22, 1886	York	do		256 20
Jan. 23, 28, 1886	do	Failure to arrive		
Jan. 12, 24, 29, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 22, 23, 27, 1886.	Crete	Failure to arrive and depart		
Jan. 4, 7, 8, 22, 1886	Beatrice	do		68 58
Jan. 5, 6, 11, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 11, 22, 1886	York	Failure to arrive and depart		
Jan. 12, 16, 24, 29, 1886	do	Failure to arrive		
Jan. 28, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 13, 22 27, 1886.	Central City	Failure to arrive and depart		111 75
Jan. 18, 1886	do	Failure to arrive		
Jan. 15, 16, 23, 26, 28, 29, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. May 7	149	Gilbertville to Canton Point...	Me	J. R. Pigg.....	$95 00	$0 15
	19097	Johnsonville to Waterloo.....	Tenn ..	E. O. Hopkins	3,000 00	14 42
	29171	Ozark to Eureka Springs.....	Ark ...	W. A. Gage.....	2,379 91	2 08 1 72 2 23
	38236	Conijos to Antonitoo	Colo ...	H. C. Slavens	199 00	27
		STAR SERVICE.				
May 8	8518	Mansfield to Wellsborough....	Pa	C. W. Underwood.....	240 00	76
	8533	Trout Run to White Pine.....	Pa	C. C. Morse.....	247 00	79
	8533	.....do	Pa	..... do	.....	.....
	8537	Waterville to English Centre..	Pa	..... do	344 00	54
	8537	.....do	Pa	.....do	.....	.....
	8537	.....do	Pa	.....do	.....	.....
	8467	Thompson to Hancock	Pa	C. E. Campbell.....	320 00 333 09	1 02 1 06
	8467	.....do	Pa	.....do	.....	.....
	18168	Fulton to Pikeville.....	Miss...	J. J. Campbell	786 00	2 51
	18168	.....do	Miss...	.....do	.....	.....
	18168	.....do	Miss..	.....do	.....	.....
	18191	Sunrise to Lehrton.....	Miss ..	J. A. Craft.....	383 43	3 68
	18191	.....do	Miss...	.....do	.....	.....
	18253	Macon to Memphis	Miss...	G. D. Moore	484 75	1 55
	18253	.....do	Miss...	.....do	.....	.....
	20155	Richardson to Blaine	Ky	W. F. Costellow	249 00	1 19
	20173	Prestonburgh to Hindman.....	Ky	J. A. Craft	288 00	1 38
	20173	.....do	Ky	.....do	.....	.....
	20212	Harrodsburgh to Harrodsburgh	Ky	W. H. Smith	360 00	1 15
	20212	.....do	Ky	..... do	.....	.....
	20235	Lebanon to Bradfordsville.....	Ky ...	A. B. Coppage	280 00	44
	20235	.....do	Ky	..... do	140 00	44
	20243	Camp Knox to Cane Valley....	Ky ...	G. D. Redmon.....	200 00	31
	20277	Brownsville to Rock Hill Station.	Ky	J. A. Craft	274 00	43
	20277	.....do	Ky	.....do	.....	.....
	20290	Hopkinsville to New Providence.	Ky ...	W. F. Costellow.....	372 79 186 40	1 19 29
	20290	.....do	Ky ...	.....do	.....	.....
	20290	.....do	Ky ...	.....do	.....	.....
	20290	.....do	Ky	.....do	.....	.....
	20592	Sexton's Creek to Green Hall..	Ky	V. Boreing.....	86 00	41
	20600	Paintsville to Ivyton	Ky ...	H. Grace.....	74 98	72
	20602	Big Creek to Spring Creek.....	Ky ...	V. Boreing	39 00	37
	20613	Greensburgh to East Fork.....	Ky ...	W. F. Costellow.....	335 40	1 61
	20614	Union Station to Brandenburgh	Ky	H. O. Roop	534 00	85
	20617	Eddyville to Tennessee Rolling Works.	Ky	.....do	387 00	61
	20617	.....do	Ky	.....do	.....	.....
	20625	Rockport to Paradise.....	Ky	E. V. Kirtley.....	119 00	38
		MAIL-MESSENGER SERVICE.				
	79047	Silver Run to railroad.....	Ala	J. R. Rowe.....	105 00	29
	80018	Gun Ridge to railroad.....	Miss ..	William Jones, jr	100 00	.....
	85290	Surrat to railroad.....	Ind	W. R. Dearing.....	62 50	10
	85096	Independence to railroad	Ind	J. M. Wicker	75 00	24

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $1 43, the deduction noted in report for April 16, 1886, it having been shown that the carrier presented himself at the post-office at Canton Point, February 26, 27; March 1, 2, 3, 1886, and performed service, but no mail was received owing to the blocking of trains by snow.				
Remit 7 50 of the deduction noted in report for January 12, 1886. A revision of the case, dated January 13, 1886, shows the correct distance over the whole route to be 133¾ miles instead of 148 miles, and that the failures of September 3, 10, 17, 24; October 8, 15, 22, and November 5, 1885, at Waterloo, were on 23 miles and back instead of as stated, making the actual deduction $82.92 instead of $90.42.				
Remit 1 03 of the deduction noted in report for April 30, 1886. A revision of the case, dated April 30, 1886, shows the statement of trips per week should be: On 31½ miles two times a week; 26¼ miles three-times-a-week service, 30 miles six-times-a-week service, instead of as stated, and the amount of each half trip should be $2.21 for two-times-a-week service, $1.84 for three-times-a-week service, and $2.09 for six-times-a-week service, instead of as stated, the change being caused by an allowance of $29.22 for supply of Mundell, once-a-week service, 4 miles. The amount of the reduction, therefore, is $26.79 instead of $27.82.				
Remit 1 08, the deduction noted in report for April 17, 1886, it having been shown by statement from postmaster at Conijos, Colo., dated April 29, 1886, that trips were made on February 7 and 28, 1886.				
Jan. 5, 7, 9, 1886		Failure on 5 miles		$1 89
Jan. 5, 1886	Trout Run	Failure to arrive and depart		1 58
Jan. 9, 1886	White Pine	do		
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 13; Mar. 27, 1886.	Waterville	do		9 18
Jan. 4, 6, 7, 8, 9, 11; Feb. 13, 1886	English Centre	Failure to arrive		
Jan. 5, 6, 7, 8, 9, 12; Feb. 13, 1886	do	Failure to depart		
Jan. 9, 1886		Failure on 13 miles one way		1 47
Mar. 2, 1886		Failure on 13 miles		
Dec. 25, 1885; Mar. 30, 1886	Fulton	Failure to arrive and depart		
Mar. 30, 1886		Failure on 20 miles		24 98
Jan. 9, 12, 16, 19, 23; Mar. 20, 27, 1886.	Pikeville	Failure to arrive and depart		
Jan. 8, 1886	Lehrton	Failure to arrive		3 68
Jan. 9, 1886	do	Failure to depart		
Feb. 15, 1886		Failure on 6 miles (estimated)		3 38
Mar. 29, 1886		Failure on 18 miles (estimated)		
Jan. 9, 23, 1886		Failure on 13 miles		3 43
Jan. 4, 11, 15, 22; Feb. 5, 12; Mar. 22, 29, 1886.	Prestonburgh	Failure to arrive and depart		
Jan. 5, 9, 12, 16; Feb. 6, 9, 13, 1886	Hindman	do		20 70
Jan. 9, 16, 1886		Failure total		8 48
Jan. 12, 18, 1886		Failure on 32¾ miles one way		
Jan. 9, 16; Feb. 12; Mar. 30, 1886.	Lebanon to Bradfordsville.	Failure on 10 miles		
Mar. 30, 1886	Bradfordsville to Merrimac.	do		4 40
Feb. 3, 5, 1886		Failure total		1 24
Feb. 3, 1886		do		
Jan. 9, 1886		Failure on 8 miles		1 43
Jan. 9, 14; Feb. 3, 1886	Hopkinsville to Ringgold.	Failure both ways		
Jan. 23, 1886		Failure on 5 miles		
Feb. 6; Mar. 27, 1886		Failure on 10 miles		14 75
Jan. 9, 14, 23; Feb. 3, 4, 5, 6; Mar. 27, 1886.	Ringgold to New Providence.	Failure both ways		
Jan. 16; Mar. 20, 1886		Failure total		1 64
Feb. 5, 1886		do		1 44
Feb. 5, 12, 1886		do		1 48
Jan. 12; Feb. 5, 12; Mar. 30, 1886	East Fork	Failure to arrive and depart		6 44
Jan. 9, 1886		Failure total		1 70
do		do		
Feb. 11, 1886		Failure on 7 miles		1 99
Feb. 17, 19, 1886		Failure total		1 52
Mar. 30, 31, 1886	On the route	Failure 1 trip		58
Jan. 31, 1886		Failure to perform service		28
In first quarter, 1886	On the route	Failure 5 trips		50
Feb. 12, 1886	do	Failure to perform service		24

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	States.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
May 8	27001	Burlington to Albert Lea	Iowa	B. C. R. & N. Rwy	$26,434 24	$42 22
	27001	do	Iowa	do		
	27002	Cedar Rapids to Decorah	Iowa	do	7,100 94	11 35
	27002	do	Iowa	do		
	27002	do	Iowa	do		
	27002	do	Iowa	do		
	27004	Muscatine to What Cheer	Iowa	do	4,583 31	7 32
	27004	do	Iowa	do		
	27004	do	Iowa	do		
	27030	Des Moines to Jewell	Iowa	C. & N. W. Rwy	4,509 13	7 20
	27030	do	Iowa	do		
	27030	do	Iowa	do		
	34016	Beatrice to Red Cloud	Nebr	R. Valley	15,601 65	24 92
	34016	do	Nebr	do		
	34016	do	Nebr	do		
	34016	do	Nebr	do		
	34016	do	Nebr	do		
	34019	Nemaha City to Beatrice	Nebr	do	3,476 08	5 55
	34019	do	Nebr	do		
	34020	Wymore to Table Rock	Nebr	do	5,183 86	8 28
	34020	do	Nebr	do		
	34020	do	Nebr	do		
	34020	do	Nebr	do		
	34024	Chester to Hebron	Nebr	Nebr. & Colo. Rwy	505 73	80
	34024	do	Nebr	do		
	34026	De Witt to Tobias	Nebr	do	1,014 88	1 62
	34026	do	Nebr	do		
	34026	do	Nebr	do		
	34026	do	Nebr	do		
	34026	do	Nebr	do		
	34026	do	Nebr	do		
	34026	do	Nebr	do		
	34027	Aurora to Grand Island	Nebr	R. Valley Rwy	1,396 59	2 23
	34027	do	Nebr	do		
	34027	do	Nebr	do		
	34027	do	Nebr	do		
	34027	do	Nebr	do		
		Remissions.				
		STAR SERVICE.				
	11351	Scottsville to Faber's Mills	Va	J. H. Lane	261 00	83
	13383	Mebane to Snow Camp	N. C	A. Easley	268 86	1 28
		STAR SERVICE.				
May 10	15178	Calhoun to Carter's	Ga	S. D. Castleman	243 33	1 16
	15178	do	Ga	do		
	15184	La Fayette to Ringgold	Ga	M. R. Hammond	298 00	95
	15184	do	Ga	do		
	15184	do	Ga	do		
	15184	do	Ga	do		
	15198	Atlanta to Lizzie	Ga	S. D. Castleman	426 00	68
	15198	do	Ga	do		
	15200	Decatur to Ellenwood	Ga	A. Easley	222 98	1 07
	15200	do	Ga	do		
	15202	Monroe to High Shoals	Ga	S. D. Castleman	386 00	61
	15205	Athens to Jug Tavern	Ga	do	216 00	1 03
	15206	Athens to Watkinsville	Ga	do	216 00	34
	15207	Athens to Danielsville	Ga	E. T. Cason	390 00	62
	15207	do	Ga	do		
	15208	Lexington to Anon	Ga	J. C. Bowlin	136 00	65
	15211	Crawford to Elberton	Ga	E. T. Clemmons	440 00	1 41
	15211	do	Ga	do		
	15213	Washington to Elberton	Ga	S. D. Castleman	596 00	1 91
	15213	do	Ga	do		
	15213	do	Ga	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION. Fines.	DECISION. Deductions.
Jan. 4, 8, 1886	Albert Lea	Failure to arrive		$126 66
Jan. 9, 22, 1886	do	Failure to arrive and depart		
Jan. 22, 1886	Cedar Rapids	Failure to arrive		
Jan. 9, 23, 1886	Decorah	do		34 05
Jan. 11, 1886	do	Failure to depart		
Jan. 22, 1886	do	Failure to arrive and depart		
do	Muscatine	do		
Jan. 23, 1886	do	Failure to depart		18 30
Jan. 22, 1886	What Cheer	Failure to arrive and depart		
Jan. 4, 7, 1886	Des Moines	Failure to connect		
Jan. 8, 22, 1886		Failure round trip	$7 25	57 60
Jan. 9, 23, 29; Feb. 2, 1886		Failure half trip		
Jan. 4, 5 7, 22, 1886	Beatrice	Failure to arrive and depart		
Jan. 11, 14, 23, 1886	do	Failure to arrive		
Jan. 8, 1886	do	Failure to depart		386 26
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 22, 1886	Red Cloud	Failure to arrive and depart		
Jan. 26, 1886	do	Failure to arrive		
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 16, 22, 23, 26, 27, 28, 29, 1886.		Failure round trip		177 60
Jan. 13, 18, 1886	Beatrice	Failure to arrive and depart		
Jan. 4, 5, 7, 8, 9, 27, 28, 1886	Wymore	do		
Jan. 6, 11, 1886	do	Failure to depart		140 76
Jan. 4, 5, 7, 8, 9, 27, 28, 1886	Table Rock	Failure to arrive and depart		
Jan. 6, 11, 22, 23, 1886	do	Failure to arrive		
Jan. 4, 5, 6, 7, 8, 9, 11, 12, 22, 1886		Failure round trips		15 20
Jan. 23, 1886		Failure half trip		
Jan. 4, 5, 7, 8, 9, 11, 12, 13, 15, 22, 1886.	De Witt	Failure to arrive and depart		
Jan. 23, 27, 29, 1886	do	Failure to arrive		
Jan. 21, 26, 28, 1886	do	Failure to depart		
Jan. 4, 5, 7, 8, 9, 11, 12, 13, 15, 22, 29, 1886.	Tobias	Failure to arrive and depart		43 74
Jan. 21, 26, 28, 1886	do	Failure to arrive		
Jan. 23, 27, 30, 1886	do	Failure to depart		
Jan. 3 to 12, 1886		Failure to perform service		
Jan. 16, 29, 1886	Aurora	Failure to arrive		
Jan. 15, 22, 28, 1886	do	Failure to depart		51 05
Jan. 15, 29, 1886	Grand Island	Failure to arrive and depart		
Jan. 16, 30, 1886	do	Failure to depart		

Remit $1 63 of the deduction noted in report for April 20, 1886, it having been shown that on the trips of February 5 and March 31 but 15 miles was lost in the aggregate.

Remit 1 28, the deduction noted in report for April 12, 1886, it having been shown that the service that should have been performed on March 31, 1886, was performed on April 1, 1886. The carrier was delayed by high water.

Mar. 31, 1886		Failure round trip		$3 48
Jan. 6, 13, 1886		Failure half trip		
Jan. 16, 26; Mar. 27, 30, 1886	La Fayette	Failure to arrive		
Jan. 11; Mar. 29, 31, 1886	do	Failure to depart		4 27
Mar. 31, 1886	Ringgold	Failure to arrive		
Mar. 30, 1886	do	Failure to depart		
Jan. 9, 11, 16, 1886	Atlanta	Failure to arrive and depart		
Jan. 8, 9, 11, 12, 13, 14, 15, 16, 18; Mar. 29, 30, 31, 1886.	Lizzie	do		10 20
Jan. 16; Feb. 10, 1886	Decatur	do		
Jan. 16, 20, 23, 27; Mar. 17, 20, 27, 31, 1886.	Ellenwood	do		
		For taking the mail from the office at Decatur and delivering it to be carried by unsworn persons.	$10 00	10 70
Jan. 11; Mar. 30, 31, 1886		Failure round trip		3 66
Jan. 9, 16, 1886		do		4 12
Mar. 30, 31, 1886		do		1 36
Mar. 29, 1886		Failure on 12 miles		3 25
Mar. 30, 31, 1886		Failure on 15 miles		
Jan. 2, 9, 16; Mar. 31, 1886		Failure round trip		5 20
Mar. 31, 1886		Failure on 11 miles		3 96
Jan. 5, 1886		Failure round trip		
Jan. 16, 1886	Elberton	Failure to arrive and depart		
Jan. 5, 12; Mar. 31, 1886		Failure on 27 miles		13 58
Jan. 29, 1886		Failure on 29 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 10	15215	Appling to Lincolnton	Ga	E. T. Clemmons	$647 00	$1 03
	15215	do	Ga	do		
	15217	Harlem to Appling	Ga	S D Castleman	286 00	45
	15218	Lombardy to Panham	Ga	A. Easley	144 98	69
	15226	Covington to Jackson	Ga	S. D. Castleman	486 00	1 55
	15226	do	Ga	do		
	15226	do	Ga	do		
	15226	do	Ga	do		
	15229	Fayetteville to Jonesborough	Ga	E. T. Dorsey	240 00	38
	15229	do	Ga	do		
	15233	Campbellton to Douglasville	Ga	A. Easley	172 98	55
	15233	do	Ga	do		
	15236	Carrollton to Bowdon	Ga	E. A. Ragan	366 17	58
	15237	Carrollton to Bremen	Ga	A. Easley	182 98	87
	15239	Whitesburgh to Yellow Dirt	Ga	do	142 98	68
	15239	do	Ga	do		
	15240	Whitesburg to Douglasville	Ga	G. A. McLean	296 00	1 42
	15241	Tallapoosa to Esom Hill	Ga	A. Easley	357 38	1 14
	15241	do	Ga	do		
	15242	Bowdon to Lofton	Ga	G. R. Adamson	165 18	79
	15243	Curtis to Tyre	Ga	B. F. Moss	156 00	75
	15250	Griffin to Greenville	Ga	W. F. Hansberger	540 00	1 73
	15252	Monticello to Madison	Ga	S. D. Castleman	496 00	1 58
	15260	Grovetown to Double Branches	Ga	A. Easley	210 63	2 02
	17133	Cherokee to Allsborough	Ala	G. W. Chambers	152 00	73
	33379	McPherson to Peabody	Kans	V. Boreing	562 81	93
						1 30
	34193	Plum Creek to Arapahoe	Kans	B. W. Beedy	701 93	2 25
		RAILROAD SERVICE.				
	27031	Des Moines to Tara	Iowa	D. M. & F. D. Rwy	6,137 18	9 80
	27031	do	Iowa	do		
	27031	do	Iowa	do		
	27031	do	Iowa	do		
	27031	do	Iowa	do		
	27037	Judd to Lehi	Iowa	C. C. Rwy. & Coal Company.	404 84	64
	27037	do	Iowa	do		
	27038	Maple River to Mapleton	Iowa	C. & N. Rwy	3,507 00	5 60
	27038	do	Iowa	do		
	27048	Elmira to Riverside	Iowa	B., C. R. & N. Rwy	999 07	1 59
	27048	do	Iowa	do		
	27049	Belle Plains to Muchachinock	Iowa	C. & N. Rwy	2,688 97	4 29
	27050	Wall Lake to Sac City	Iowa	do	629 99	1 00
	27050	do	Iowa	do		
	27051	Summer to Hampton	Iowa	D. & D. Rwy	4,168 86	
	27052	Tama City to Elmore	Iowa	C. & N. Rwy	12,533 67	20 02
	27052	do	Iowa	do		
	27052	do	Iowa	do		
	27052	do	Iowa	do		
	27052	do	Iowa	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 9, 16; Mar. 29, 30, 31, 1886.	Appling	Failure to arrive and depart	.....	$9 27
Jan. 4, 5, 6, 1886	Lincolnton	do		
Jan. 11; Feb. 5; Mar. 30, 1886	.....	Failure round trip	.....	2 70
Mar. 30, 1886	.....	do	.....	1 38
Mar. 30, 1886	Covington	Failure to arrive	.....	3 87
Mar. 31, 1886	do	Failure to depart		
Mar. 29, 31, 1886	Jackson	Failure to arrive		
Mar. 30, 1886	do	Failure to depart		
Jan. 4, 1886	Jonesborough	Failure to arrive and depart	.....	2 66
Mar. 29, 30, 31, 1886	.....	Failure round trips		
Jan. 8, 11, 18, 1886	Campbellton	Failure to arrive and depart	.....	3 85
Mar. 29, 30, 31, 1886	do	Failure round trip		
Jan. 11, 15; Mar. 29, 30, 31, 1886	.....	do	.....	5 80
Mar. 31, 1886	.....	do	.....	1 74
Jan. 9, 1886	Yellow Dirt	Failure to arrive and depart	.....	2 04
Mar. 31, 1886	do	Failure round trip		
Jan. 12, 1886	.....	do	.....	2 84
Mar. 29, 31, 1886	Tallapoosa	Failure to arrive and depart	.....	4 56
Jan. 9; Mar. 30, 1886	Esom Hill	do		
Mar. 31, 1886	.....	Failure round trip	.....	1 58
Mar. 31, 1886	.....	do	.....	1 50
Jan. 11, 1886	Greenville	Failure to arrive and depart	.....	1 73
Jan. 4, 1886	Monticello	do	.....	1 58
Mar. 2, 9, 1886	.....	Failure round trip	.....	8 08
.....	.....	A revision of the case, dated May 4, 1886, shows the deduction to have been made on the basis of 3 times a week service instead of 2 times a week service, and the half-trip stated at $0.48 instead of $0.73, as it should have been. The deduction, consequently, should be $5.84 instead of $3.84, as stated, therefore deduct	.....	2 00
.....	.....	A revision of case, dated May 3, 1886, shows that deduction should be $21.37 instead of $21.14, thefore deduct	.....	23
.....	.....	A revision of the case, dated April 23, 1886, shows price of half-trip to be $2.35 instead of $1.98, making a further deduction necessary, therefore deduct	.....	27
Jan. 6, 11, 26, 27; Feb. 1, 2, 5, 1886.	Des Moines	Train No. 2 failed to connect with depending mails.		
Jan. 5, 25, 1886	do	Failure to arrive		
Jan. 6, 1886	do	Failure to depart		
Jan. 7, 8, 9, 16, 22, 23, 29, 1886	do	Failure to arrive and depart	$34 25	191 10
Jan. 4, 5, 7, 8, 9, 16, 22, 23, 25, 29, 30, 1886.	Tara	do		
Jan. 4, 5, 12, 16, 29, 30, 1886	.....	Failure half trip		
Jan. 8, 9, 22, 23, 1886	.....	Failure round trip	.....	8 96
Jan. 9, 29, 1886	.....	Failure half trip		
Jan. 4, 5, 8, 11, 16, 22, 23, 25, 26, 1886.	.....	Failure round trip	.....	112 00
Jan. 26, 27; Feb. 17, 18, 19, 20, 22, 23, 1886.	.....	Failure half trip		
Jan. 22, 23, 1886	.....	Failure round trip	.....	19 08
Jan. 22, 1886	.....	do		
Jan. 15, 23, 29, 1886	.....	Failure half trip	.....	8 58
Jan. 4, 5, 8, 9, 11, 12, 16, 22, 25, 26, 1886.	.....	Failure round trip		
Jan 3 to 17, and from Jan. 22 to Feb. 5, 1886, inclusive.	On the route	Failure to perform service	.....	23 00
Jan. 4 7, 1886	Tama City	Failure to arrive	.....	347 40
Jan. 13 1886	do	Failure to depart	.....	280 28
Jan 8, 9, 11, 12, 22, 23, 1886	do	Failure to arrive and depart		
Jan. 4, 7, 8, 9, 22, 23, 1886	Elmore	do		
Jan. 11, 1886	do	Failure to arrive		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 10	34028	Odell to Concordia	Nebr	C. N. & K. Rwy	$3,609 65	$5 76
	34028	....do	Nebr	....do		
	34028	....do	Nebr	....do		
	34028	....do	Nebr	....do		
	34029	Hastings to Oxford	Nebr	R. Valley Rwy. R. P. O. cars.	15,423 08 2,652 75	21 12
	34029	....do	Nebr	....do		
	34029	....do	Nebr	....do		
	34030	Kenesaw to Kearney	Nebr	B. & Mo. River	1,223 88	1 67
	34030	....do	Nebr	....do		
	34030	....do	Nebr	....do		
	34090	....do	Nebr	....do		
	34030	....do	Nebr	....do		
		MAIL-MESSENGER SERVICE.				
	102084	Norris to railroad	Nebr	A. High	144 00	48
	107008	Las Cruces to railroad	N. Mex	C. H. Teagarden	360 00	49
	69316	North Pine Grove to railroad	Pa	J. Henderson	84 00	
	94142	Berger to railroad	Mo	F. Wallblock	65 00	10
	95037	Mammoth Spring to railroad	Ark	J. R. Richie	70 00	10
	95037	....do	Ark	....do		
		Remission.				
		STAR SERVICE.				
	16157	Saint Augustine to Port Orange.	Fla	L. L. Green	2,004 30	6 43
		STAR SERVICE.				
May. 11	8561	Millerstown to McKee's Half Falls.	Pa	Z. T. Rice	520 23	83
	8561	....do	Pa	....do		
	8561	....do	Pa	....do		
	8561	....do	Pa	....do		
	8563	Duncannon to Port Taverton	Pa	B. F. Crouse	583 00	93
	8581	Shippensburgh to Roxbury	Pa	Z. T. Rice	285 00	45
	8581	....do	Pa	....do		
	8581	....do	Pa	....do		
	8586	York to York Sulphur Springs.	Pa	I. W. Trostel	338 00	1 08
	8586	....do	Pa	....do		
	8586	....do	Pa	....do		
	8586	....do	Pa	....do		
	8586	....do	Pa	....do		
	8588	Shrewsbury to New Park	Pa	C. W. Underwood	447 43 324 00	71 51
	8588	Plank Road to New Park	Pa	....do	231 43	36
	8588	Stewartstown to New Park	Pa	....do		
	8588	....do	Pa	....do		
	8599	York to East Prospect	Pa	H. A. May	270 00 20 00	43
	8606	New Oxford to York Sulphur Springs to Mount Holly Springs.	Pa	I. W. Trostel	498 00	79

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION. Fines.	DECISION. Deductions.
Jan. 3 to 10, 1886		Failure to perform service		
Jan. 11, 12, 22, 1886	Odell	Failure to arrive and depart		
Jan. 11, 1886	Concordia	Failure to arrive		$106 13
Jan. 22, 1886	do	Failure to arrive and depart		
Feb. 9, 1886	Hastings	Failed to arrive and depart		
		Failure round trip Jan. 3, 4, 7, 8, 9; half trip Jan. 6, 11, 22, 1886. Failure both ways between Red Cloud and Oxford (74.83 miles) Jan. 2, 15, and one way between same points Jan. 5, 10, and one way between Hastings and Red Cloud (31.28 miles) Jan. 16, 1886.		391 30
		Failed to run R. P. O. cars both ways over the route (106.11 miles) Jan. 3, 4, 7, 8, 9, and one way Jan. 6, 11, 22; both ways between Red Cloud and Oxford (74.83 miles) Jan. 2, 15; one way between same points Jan. 5, 10, and one way between Hastings and Red Cloud (31.28 miles) Jan. 6, 1886.		63 68
Jan. 4, 7, 8, 1886		Failure round trip		
Jan. 9, 1886	Kenesaw	Failure to arrive and depart		
Jan. 11, 1886	do	Failure to arrive		15 08
Jan. 3, 10, 1886	Kearney	do		
Jan. 5, 1886	do	Failure to depart		
Mar. 17, 22, 1886	On the route	Failure 1 trip each		92
In 1st quarter 1886	do	Failure 1 trip		49
do	do	Service performed by star route 9010.		21 00
Mar. 12, 1886	do	Failure 2 trips		20
Jan. 12; Feb. 3, 1886	do	Failure 2 trips each		
Feb. 28, 1886	do	Failure 1 trip (3 pro rata for 1 failure).		70

Remit $3 21, the deduction noted in report for April 12, 1886, it having been shown by an affidavit of George Pacetti and Gordon Ferrera, carriers, that failure to connect at Saint Augustine March 18, 1886, was caused by sinking of ferry-boat on Tomoko River.

Jan. 9, 12, 1886	Millerstown	Failure to arrive		
Jan. 9, 11, 1886	do	Failure to depart		$3 32
do	McKee's Half Falls	Failure to arrive		
Jan. 9, 12, 1886	do	Failure to depart		
Feb. 25, 1886	Benvenue	Mail delivered wet	$1 00	
Jan. 5, 11, 1886	Shippensburgh	Failure to arrive and depart		
Jan. 4, 1886	Roxbury	Failure to arrive		1 35
Jan. 5, 1886	do	Failure to depart		
Jan. 11, 1886	York	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
Jan. 11, 1886	York Sulphur Springs.	do		2 16
Jan. 12, 1886	do	Failure to arrive		
Jan. 11, 13; Feb. 4, 5, 1886	Shrewsbury	do		
Jan. 11, 12; Feb. 4, 5, 1886	do	Failure to depart		4 97
do	New Park	Failure to arrive		
Jan. 11, 13, 1886	do	Failure to depart		
Feb. 8 to Mar. 8, 1886	Yorkana	Failure to supply	5 00	
Mar. 27, 1886	York Sulphur Springs.	Mail bag wet	2 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 11	8607	York Sulphur Springs to Gettysburgh.	Pa	I. W. Trostel	$192 00	$0 61
	8617	Fort Loudon to Everett	Pa	W. A. Fisher	799 00	1 27
	8617	do	Pa	do		
	8643	Spruce Creek to Pine Grove Mills.	Pa	B. F. Crouse	459 70	73
	8643	do	Pa	do		
	9553	Newark to Kemblesville	Del	B. W. Beedy	303 00	48
	9558	Mount Pleasant to McDonough	Del	do	140 00	22
	9558	do	Del	do		
	9559	Townsend to Deakyneville	Del	do	358 00	57
	9562	Wyoming to Pearson's Corner	Del	do	166 00	53
	9566	Felton to Whiteleysville	Del	do	166 00	53
	9571	Selbyville to Shelbyville	Del	J. I. Mitchell	214 00	38
	9573	Laurel to Gumborough	Del	E. M. Lynch	179 00	57
	9572	Frankford to Ocean View	Del	G. H. Glass	300 00	47
	9574	Harrington to Burrsville	Del	J. J. Moose	148 00	47
	9577	Lewes to Rehoboth	Del	J. V. Colegrove	189 00	30
	9577	do	Del	do		
	9577	do	Del	do		
	9584	Whitesville to Delmar	Del	B. S. White	180 00	57
	9585	Gumborough to Georgetown	Del	B. W. Beedy	270 00	86
	10168	Royal Oak to Ferry Wharf	Md	S. R. Valliant	210 00	20
	10168	do	Md	do		
	10172	Denton to Grove	Md	D. Smith	240 00	76
	10175	Cambridge to Taylor's Island	Md	B. W. Beedy	588 00	93
	10175	do	Md	do		
	10175	do	Md	do		
	10175	do	Md	do		
	10176	Church Creek to Bishop's Head	Md	A. R. Jones	281 51	90
	10176	do	Md	do		
	10176	do	Md	do		
	10176	do	Md	do		
	10182	Golden Hill to Hoopersville	Md	B. W. Beedy	260 00	83
	10182	do	Md	do		
	10185	Riverton to Seaford	Md	J. H. Aker	365 00	58
	10190	Crisfield to Tangier	Md	T. Crockett	220 00	1 05
	10190	do	Md	do		
	10190	do	Md	do		
	10190	do	Md	do		
	10205	Glymont to Pisgah	Md	F. Nelson	180 00	28
	10205	do	Md	do		
	10209	Cox's Station to Chaptico	Md	J. F. Ching	599 98	95
	10210	Pope's Creek to Rock Point	Md	do	399 99	63
	10212	Prince to Fredericktown to Saint Leonard's.	Md	W. H. Dowell	219 96	34
	10214	Saint Leonard's to Solomon's	Md	C. G. Frazier	239 00	22 45
	11551	Burk's Fork to Princeton	Va	C. F. Page	65 00	31
	11551	do	Va	do		
	12257	Weston to Replete	W. Va	E. H. Ballard	490 00	1 57
	12257	do	W. Va	do		
	12257	do	W. Va	do		
	12343	Wayne C.-H. to Cove Creek	W. Va	V. Boreing	144 00	69
	15264	Bartow to Battle Ground	Ga	A. Easley	148 96	71
	15271	Clinton to Macon	Ga	S. D. Castleman	436 00	69
	15271	do	Ga	do		
	15272	Haddock Station to Hillsborough.	Ga	do	326 00	1 04
	15272	do	Ga	do		
	15273	Forsyth to Knoxville	Ga	G. A. McLean	320 90	1 53
	15281	Greenville to Chalybeate Springs.	Ga	J. F. Boykin	194 00	93
	15283	Chalybeate Springs to Talbotton.	Ga	S. D. Castleman	586 00	93
	15284	Woodbury to Barnesville	Ga	A. Easley	488 88	1 56
	15284	do	Ga	do		
	15284	do	Ga	do		
	15284	do	Ga	do		
	15286	La Grange to Chipley	Ga	S. D. Castleman	300 00	96
	15209	Hogansville to Houston	Ga	G. A. McLean	158 00	75

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 27; Mar. 29, 1886	York Sulphur Springs.	Mail bag wet	$2 00	
Jan. 11, 1886	Everett	Failure to depart		$1 27
Jan. 12, 1886	do	Failure to arrive		
Jan. 2, 4, 1886	Spruce Creek	Failure to arrive and depart		2 92
Jan. 9, 11, 1886	Pine Grove Mills	do		
Jan. 9; Feb. 4, 1886		Failure total		1 92
Feb. 4, 5, 1886		Failure to perform service		
Feb. 6 to Mar. 25, 1886		Failure to perform service according to contract.	5 00	88
Jan. 11; Feb. 4, 5, 1886		Failure total		3 42
Feb. 4, 1886		Failure to perform service		1 06
Jan. 9; Feb. 4, 1886		do		2 12
Feb. 4, 5, 1886		do		1 52
Feb. 4, 1886		do		1 14
Feb. 4, 5, 6, 1886		do		2 82
Feb. 4, 6, 1886		do		1 88
Feb. 4, 1886		Failure on 6¼ miles		
Feb. 5, 1886		Failure on 5½ miles		1 60
Feb. 11, 1886		Failure total		
Feb. 4, 1886		Failure to perform service		1 14
Feb. 5, 12, 1886		do		3 44
Jan., 1886		Failure total on 15⅓ trips		17 46
Feb., 1886		Failure total on 28 trips		
Feb. 4, 6, 1886		Failure total		3 04
Feb. 4, 5, 6, 11, 1886	Cambridge	Failure to arrive		
Feb. 3, 4, 5, 8, 11, 1886	do	Failure to depart		10 69
Feb. 3, 4, 5, 6, 8, 9, 11, 1886	Taylor's Island	Failure to arrive		
Feb. 4, 5, 6, 8, 9, 10, 11, 1886	do	Failure to depart		
Feb. 3, 5, 1886	Church Creek	Failure to arrive		
Feb. 4, 6, 1886	do	Failure to depart		
do	Bishop's Head	Failure to arrive		3 60
Feb. 3, 5, 1886	do	Failure to depart		
do	Golden Hill	Failure to arrive		
Feb. 4, 6, 1886	do	Failure to depart		1 66
Feb. 4, 5, 1886		Failure total		2 32
Jan. 12, 15, 22; Feb. 5, 9, 26, 1886.	Crisfield	Failure to arrive		
Jan. 12, 15, 19; Feb. 5, 9, 26, 1886.	do	Failure to depart		12 60
Jan. 12, 15, 22; Feb. 5, 9, 26, 1886.	Tangier	Failure to arrive		
do	do	Failure to depart		
Jan., 1886		Failure total on 7 trips		
Feb., 1886		Failure total on 6 trips		7 28
Feb. 4, 5, 1886		Failure total		3 80
Feb. 4, 1886		do		1 26
Feb. 4, 6, 1886		do		1 36
Feb. 4, 5, 6, 1886		Failure total		1 32
Jan. 9, 16, 1886		do		
Feb. 6; Mar. 27, 1886		Failure half trips		1 86
Jan. 11, 1886		Failure on 6 miles		
Feb. 5, 1886		Failure on 4 miles		2 49
Mar. 31, 1886		Failure half trip		
Jan. 12; Feb. 5, 1886	Wayne C. H	Failure to arrive and depart		1 38
Jan. 11, 1886		Failure round trip		1 42
Jan. 4, 16; Mar. 31, 1886		do		
Mar. 27, 29, 1886		Failure half trip		5 52
Jan. 9, 1886	Hillsborough	Failure round trip		
Jan. 5, 16, 19, 26, 1886	do	Failure half trip		6 24
Mar. 29, 1886		do		1 53
do		Failure round trip		1 86
Jan. 9, 12, 1886		do		3 72
Mar. 19, 21, 25, 27, 30, 1886	Woodbury	Failure to arrive		
Mar. 18, 20, 24, 26, 29, 31, 1886	do	Failure to depart		13 26
Jan. 11; Mar. 19, 29, 31, 1886	Barnesville	Failure to arrive		
Jan. 12; Mar. 30, 1886	do	Failure to depart		
Mar. 29, 31, 1886	La Grange	Failure to arrive and depart		1 92
Jan. 6, 9, 13, 16, 1886		Failure half trip		3 00

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 11	15304	Stephensville to Jeffersonville.	Ga.....	J. B. Colegrove.....	$339 00	$1 08
	15305	Wrightsville to Fortner	Ga.....	G. W. Chambers.....	143 00	1 37
	15307	Battle Ground to Mount Vernon.	Ga.....	C. C. Morse.....	597 00	2 87
	15308	Swainsborough to Horace	Ga.....	B. F. Moss.....	104 00	1 00
	15309	Swainsborough to Fortner	Ga.....	C. C. Morse.....	216 00	1 03
	15309	.....do	Ga.....	.....do	.....	.....
	15315	Sylvania to Sylvania.....	Ga.....	S. D. Castleman	346 00	1 66
	15318	Eden to Enal	Ga.....	.....do	428 04	1 37
	15318	.....do	Ga.....	.....do	.....	.....
	15325	Mount Vernon to Reidsville...	Ga.....	M. Kennedy.....	384 00	1 84
	15329	Dublin to McRae	Ga.....	S. D. Castleman	266 00	2 55
	15329	.....do	Ga.....	.....do	.....	.....
	15330	Hawkinsville to Abbeville.....	Ga.....	.....do	366 00	1 17
	15331	Hawkinsville to Jacksonville..	Ga.....	C. C. Morse	640 00	3 07
	15482	Wrightsville to Dublin.....	Ga.....	M. T. Craft.....	119 00	1 14
	26111	Chatfield to Fountain.....	Minn ..	I. Sawyer.....	198 00	31
	28286	Oregon to Forest City	Mo	S. Stuckey.....	198 57	07
	28382	Cedarville to Golden City.....	Mo ...	E. J. Melton	319 00	1 02
	28382	.....do	Mo	.....do	.....	.....
	33426	Iuka to Larned	Kans ..	L. C. Thompson	607 19	99 1 42
		RAILROAD SERVICE.				
	15003	Atlanta to West Point	Ga....	A. & W. P. Rwy.....	17,254 47	23 63 11 81
	15003	.....do	Ga.....	.....do	.....	.....
	15003	.....do	Ga.....	.....do	.....	.....
	15003	.....do	Ga.....	.....do	.....	.....
	15003	.....do	Ga.....	A. & W. P. Rwy. R. P. O. cars.	4,368 00	.....
	15004	Augusta to Atlanta.....	Ga.....	Georgia Railway.....	23,766 93	32 55 10 85
	27056	Des Moines to Cedar Falls.....	Iowa ..	Wis. I. & Nebr. Rwy.	5,325 96	8 50
	27056	.....do	Iowa ..	.....do	.....	.....
	27056	.....do	Iowa ..	.....do	.....	.....
	27056	.....do	Iowa ..	.....do	.....	.....
	27056	.....do	Iowa ..	.....do	.....	.....
	27056	.....do	Iowa ..	.....do	.....	.....
	27056	.....do	Iowa ..	.....	.....	.....
	27057	Dows to Garner.....	Iowa ..	B. C. R. & N. Rwy ...	1,414 60	2 25
	27057	.....do	Iowa ..	.....do	.....	.....
	27065	Thornburgh to Montezuma....	Iowa ..	.....do	766 12	1 22
	27065	.....do	Iowa ..	C. & N. Rwy	.....	.....
	27066	Jewell to Lake City	Iowa ..	.....do	2,910 44	4 64
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27066	.....do	Iowa ..	.....do	.....	.....
	27069	Hudson to Waterloo	Iowa ..	W. I. & Nebr. Rwy...	392 87	62 21
	27071	Carroll to Kirkman.....	Iowa ..	C. & N. W. Rwy	1,496 68	2 39
	27072	Clinton to Elmira.....	Iowa ..	B. C. R. & N. Rwy.....	3,150 19	5 03
	27080	Manning to Audubon.....	Iowa ..	C. & N. W. Rwy	769 07	1 22

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 1886	Jeffersonville	Failure to arrive and depart		$1 08
do		Failure round trip		2 74
Jan. 12, 15, 1886		do		11 48
Jan. 10, 1886		do		2 00
Jan. 9, 13, 1886		do		
Jan. 16, 23, 27, 30; Mar. 10, 13, 1886.		Failure half trip		10 30
Jan. 13, 16, 1886		Failure round trip		6 64
Jan. 11, 13, 15, 1886		do		
Jan. 7, 9, 1886		Failure on 4 miles		8 98
Jan 11, 14, 1886		Failure round trip		7 36
Jan. 15 1886	Dublin	Failure to arrive		
Jan. 16, 1886	do	Failure to depart		2 55
Jan. 14, 12, 1886		Failure round trip		4 68
Jan. 13, 16, 1886		do		12 28
Jan. 9, 16, 1886		do		4 56
Jan. 9, 22, 23, 1886		Failure 3 round trips		1 86
In first quarter, 1886		Failure 55½ round trips		7 77
Feb. 2, 1886		Failure to perform service		
Feb. 9, 1886		Failure on 8 miles of trip		2 94
		A revision of the case, dated May 4, 1886, shows that the deduction should have been $38.82, instead of $38.16; therefore deduct		66
	Atlanta	Failed to connect as follows: No. 53, Jan. 8, 13; Feb. 4; No. 51, Feb. 4, 5, 11, 1886.		
Mar. 30, 31, 1886	do	Failure to arrive and depart	$35 50	106 33
do	West Point	do		
Mar. 29, 1886	do	Failure to depart		
		Failed to run R. P. O. cars as follows: On trains 51 and 52 one way over the route Mar. 29, 30, 31, and 50 and 53 Mar. 30, 31, 1886.		29 91
	Atlanta	Failed to connect as follows: Feb. 12, 1886.	50	
Jan. 26; Feb. 1, 1886	Des Moines	Failure to arrive		
Jan, 11, 30; Feb. 2, 1886	do	Failure to depart		
Jan. 8, 9, 16, 21, 22, 23, 25, 29, 1886.	do	Failure to arrive and depart		
Jan. 8, 9, 11, 12, 16, 18, 19, 21, 22, 23, 25, 26. 27, 29, 30, 1886.	Cedar Falls	do		
Feb. 2; Mar. 19, 1886	do	Failure to arrive		
Feb. 1; Mar. 20, 1886	do	Failure to depart		251 44
		Failure one way between Melbourne and Cedar Falls (62.44 miles) Feb. 1, 2, and both ways between Cedar Falls and Marshalltown (49.24 miles) Feb 3, 1886.		
Jan. 7, 12, 23; Feb. 2, 3, 1886		Failure half trip		
Jan. 4, 5, 8, 9, 11, 21, 22, 25, 1886.		Failure round trip		47 25
Jan. 8, 9, 1886		Failure half trip		
Jan. 22, 1886		Failure round trip		4 88
Jan. 4, 7, 23, 1886	Lake City	Failure to arrive		
Jan. 25, 1886	do	Failure to depart		
Jan. 22, 1886	do	Failure to arrive and depart		
Jan. 25, 1886	Jewell	Failure to arrive		117 96
Jan. 7, 1886	do	Failure to depart		
Jan. 4, 22, 23, 29, 1886	do	Failure to arrive and depart		
Jan. 8 to 17, 1886	On the route	Failure to perform service		
Jan. 8, 9, 11, 12, 16, 21, 22, 23, 25, 26, 27, 30, 31; Feb. 1, 2, 3, 4, 1886.		Failure round trip		21 08
Jan 4, 5, 6, 8, 9, 11, 12, 22, 23, 1886.		do		43 02
Jan. 22, 23, 1886		do		20 12
Jan. 4, 5, 6, 8, 9, 11, 12, 22, 23, 1886.		do		21 96

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 11	25001	Sioux City to Scotland	Dak	C. M. & St. P. Rwy	$5,717 70	$9 13
	25001	do	Dak	do		
	35002	Marion to Chamberlin	Dak	do	6,983 54	11 15
	35002	do	Dak	do		
	35002	do	Dak	do		
	35007	Flandrau to Sioux Falls	Dak	do	3,248 75	5 18
	35007	do	Dak	do		
	35008	Egan to Woonsocket	Dak	do	6,213 28	9 92
	35008	do	Dak	do		
	35008	do	Dak	do		
		Remissions.				
		STAR SERVICE.				
	13427	Leesville to Gaddysville	N. C	J. H. Petman	70 00	67
	17162	Collinsville to Floy	Ala	Stone & Case	189 00	60
	19278	Clinton to Wartburgh	Tenn	W. F. Costellow	655 92	77 82
	25299	Chilton to Fond du Lac	Wis	R. Ritter	523 00	1 67
		STAR SERVICE.				
May 12	8627	Big Cove Tannery to Hancock	Pa	B. W. Beedy	217 00	69
	8627	do	Pa	do		
	8627	do	Pa	do		
	8627	do	Pa	do		
	8665	Shellsburgh to Forward	Pa	do	230 00	1 10
	8666	Everett to Robinsville	Pa	F. T. Gordon	490 00	78
	8684	Somerset to Haversville	Pa	C. W. Underwood	680 00	1 08
	8684	do	Pa	do		
	8684	do	Pa	do		
	8684	do	Pa	do		
	8686	Somerset to Jones' Mills	Pa	J. T. Stauffer	500 00	79
	8686	do	Pa	do		
	8690	Sand Patch to Pocahontas	Pa	J. S. Beal	149 00	47
	8692	Berlin to Bard	Pa	C. W. Underwood	560 00	89
	8694	Jones' Mills to West Newton	Pa	J. C. Miller	750 00	1 19
	8694	do	Pa	do		
	8694	do	Pa	do		
	8694	do	Pa	do		
	8695	Somerset to Shanksville	Pa	J. B. Colegrove	377 00	60
	8695	do	Pa	do		
	8696	Ursini to Elk Lick	Pa	B. W. Beedy	247 00	1 18
	8702	Ebensburgh to Strongstown	Pa	W. P. Hill	167 00	53
	8704	Indiana to Strongstown	Pa	do	537 00	85
	8705	Indiana to Grant	Pa	J. Hill	440 00	1 41
	8705	do	Pa	do		
	8705	do	Pa	do		
	8706	Grant to Indiana	Pa	L. A. Craver	463 00	1 48
	8706	do	Pa	do		
	8706	do	Pa	do		
	8707	Indiana to Punxsutawney	Pa	A. C. Earhart	650 00	1 03
	8710	Indiana to Indiana	Pa	H. I. Barnes	670 00	1 07
	8710	do	Pa	do		
	8722	Kelley's Station to Cochran's Mills.	Pa	Z. T. McKee	150 00 300 00	48 47
	10188	Quantico to Quantico	Md	B. W. Beedy	270 00	86
	10188	do	Md	do		
	10192	Princess Anne to Deal's Island	Md	J. B. Colegrove	349 00	1 11
	10194	Snow Hill to Pocomoke City	Md	W. E. Bennett	539 00	86
	10194	do	Md	do		
	10195	Snow Hill to Princess Anne	Md	J. L. Jones	546 00	1 75
	10195	do	Md	do		
	10195	do	Md	do		
	10195	do	Md	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinuency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 7, 9, 11, 13, 15, 18, 19, 21, 22, 28, 29; Feb. 2; Mar. 27, 29, 30, 31, 1886.	Sioux City	Failure to connect	$77 60	$54 78
Jan. 8; Mar. 22, 23, 24, 25, 26, 1886.	do	Failure to arrive and depart		
Jan. 12, 1886	Chamberlin	do	.....	33 45
Jan. 10; Feb. 2, 1886	do	Failure to arrive		
Jan. 13; Feb. 3, 1886	do	Failure to depart		
Jan. 22, 1886	Flandrau	Failure to arrive and depart	.....	10 36
Jan. 8, 1886	Sioux Falls	do		
Jan. 22, 1886	Egan	do	.....	34 72
Jan. 22, 1886	Woonsocket	do		
Jan. 19, 27, 29, 1886	do	Failure to arrive		

Remit $0 14 of the deduction noted in report for April 12, 1886, it having been shown that the contractor failed on only 6½ miles both ways January 16 and February 6, 1836.

Remit 3 60, the deduction noted in report for May 5, 1886, it having been shown by a re-examination of the records of the arrivals and departures of the mails on which the deduction in this case was made that they refer to route 17163, and not to route 17162, though bearing the latter number, and that the deduction made on route 17162 May 4, 1886, is correct, and that this deduction is erroneous.

Remit 36 of the deduction noted in report for April 24, 1886, it having been shown that service was performed 3½ miles each way March 30, 1886, on the six times a week service part of route.

Remit 2 22 of the deduction noted in report for April 17, 1886, it having been shown that the failures of March 19, 20, 26, and 27 were equal to ⅓ instead of ⅔ of a trip each date.

Jan. 9, 1886		Failure on 10 miles	.....	$3 86
Jan. 11, 29; Feb. 12, 1886		Failure on 9 miles		
Jan. 12, 1886		Failure on 5 miles		
Jan. 9, Feb. 20, 1886		Failure on 9 miles one way	.....	1 98
Jan. 9, 11, 1886		Failure to perform service	.....	3 12
do	Somerset	Failure to arrive and depart	.....	6 03
Feb. 20, 26, 1886		Failure on 22 miles one way		
Feb. 22, 1886		Failure on 17 miles one way		
Jan. 11, 1886		Failure on 21½ miles one way		
Jan. 9, 11, 1886		Failure to perform service	.....	3 55
Jan. 12, 1886	Jones Mills	Failure to arrive		
Jan. 12; Feb. 20, 1886		Failure total	.....	1 88
Jan. 9; Mar. 23, 1886	Berlin	Failure to arrive and depart	.....	1 78
Jan. 9, 12, 1886		Failure on 22½ miles	.....	7 95
Jan. 11, 1886		Failure on 25½ miles		
Jan. 13, 14, 1886		Failure on 6 miles		
Jan. 15, 1886		Failure on 2 miles		
Jan. 9, 1886		Failure on 7¾ miles	.....	1 67
Jan. 11, 1886		Failure on 7¼ miles		
do		Failure on 17 miles	.....	2 11
do		Failure total	.....	1 06
Jan. 11, 12, 1886		Failure total	.....	3 40
Jan. 11, 1886	Indiana	Failure to arrive	.....	2 10
Jan. 12, 1886	do	Failure to depart		
do	Grant	Failure to arrive		
Jan. 11, 1886	Indiana	Failure to depart	.....	2 22
Jan. 12, 1886		Failure to arrive		
do	Grant	Failure to depart		
Jan. 11, 1886		Failure total	.....	2 06
Jan. 9, 11, 12, 1886	Indiana	Failure to depart	.....	3 21
Jan. 11, 12, 13, 1886	do	Failure to arrive		
Jan. 12; Mar. 22, 1886		Failure total	.....	1 92
Feb. 4, 6, 1886		Failure total	$2 50	3 44
Feb. 11, 25, 1886	Nanticoke	Mail received wet		
Jan. 9; Feb. 4, 1886		Failure total	.....	4 44
Feb. 4, 5, 1886		do	.....	4 30
Feb. 11, 1886	Snow Hill	Failure to arrive and depart		
Feb. 4, 1886	do	Failure to arrive	.....	3 50
Feb. 5, 1886	do	Failure to depart		
do	Princess Anne	Failure to arrive		
Feb. 6, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 12	10196	Snow Hill to Boxiron	Md	J. L. Jones	$416 00	$0 66
	10196	do	Md	do		
	19198	Stockton to Hornton	Md	B. W. Beedy	278 00	44
	10198	do	Md	do		
	10198	do	Md	do		
	10198	do	Md	do		
	10198	do	Md	do		
	10220	Laurel to Clarksville	Md	do	465 24	74
	10223	Upper Marlborough to Prince Fredericktown.	Md	do	940 00	1 50
	10223	do	Md	do		
	10223	do	Md	do		
	10234	Ellicot City to Dayton	Md	S. Brown	541 36	86
	10235	Ellicot City to Doughoregan	Md	J. D. Smith	237 54	37
	15110	Spring Place to Cass Station	Ga	V. Boreing	488 46	1 69
	15110	do	Ga	do		09
	15110	do	Ga	do		
	15110	do	Ga	do		
	15110	do	Ga	do		
	15114	Morganton to Ducktown	Ga	G. E. T. Falls	149 00	47
	15114	do	Ga	do		
	15114	do	Ga	do		
	15115	Ellijay to Ducktown	Ga	T. J. Long	277 00	1 33
	15115	do	Ga	do		
	15115	do	Ga	do		
	15120	Dahlonega to Morganton	Ga	M. H. Hite	285 00	1 37
	15120	do	Ga	do		
	15120	do	Ga	do		
	15120	do	Ga	do		
	15120	do	Ga	do		
	15126	Blairsville to Cleveland	Ga	J. Reese	625 00	99
	15126	do	Ga	do		
	15126	do	Ga	do		
	15126	do	Ga	do		
	15133	Cleveland to Hayesville	Ga	T. C. Hamilton	476 00	1 52
	15133	do	Ga	do		
	15133	do	Ga	do		
	15165	Cumming to Gainesville	Ga	E. T. Cason	231 00	1 11
	15165	do	Ga	do		
	15165	do	Ga	do		
	15167	Dawsonville to Canton	Ga	S. D. Castleman	416 00	1 33
	15167	do	Ga	do		
	15167	do	Ga	do		
	15167	do	Ga	do		
	15170	Talking Rock to Cartersville	Ga	J. F. Simons	380 38	1 21
	15170	do	Ga	do		
	15190	Cedartown to Buchanan	Ga	S. D. Castleman	436 00	69
	15190	do	Ga	do		
	15253	Monticello to Flooville	Ga	H. C. McClean	450 00	71
	15253	do	Ga	do		
	15263	Midville to Swainsborough	Ga	C. Faircloth	549 00	87
	15263	do	Ga	do		
	15290	Hogansville to Franklin	Ga	C. C. Morse	460 00	73
	15290	do	Ga	do		
	15290	do	Ga	do		
	15290	do	Ga	do		
	15299	Macon to Knoxville	Ga	Ira Jennings	282 92	1 35
	15333	Hawkinsville to Sycamore	Ga	C. A. McLean	318 00	3 05
	15373	McRae to Mount Vernon	Ga	S. D. Castleman	625 00	99
	15373	do	Ga	do		
	15373	do	Ga	do		
	15373	do	Ga	do		
	15377	Baxley to Reidsville	Ga	B. F. Moss	594 00	2 85
	15377	do	Ga	do		
	15380	Walthoursville to Reidsville	Ga	A. Kennedy	210 00	2 01
	15392	Douglas to Jacksonville	Ga	E. Jowers	375 00	1 80
	15411	Learys to Hoggard's Mill	Ga	J. H. Griffin	502 56	37
						84
	15411	do	Ga	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 4, 1886	.....	Failure total	.....	$1 98
Feb. 11, 1886	Snow Hill	Failure to arrive and depart		
Feb. 5, 8, 1886	Stockton	Failure to arrive	.....	1 98
Feb. 4, 5, 1886	....do	Failure to depart		
Feb. 4, 5, 6, 1886	Hornton	Failure to arrive	.....	1 48
Feb. 4, 5, 1886	....do	Failure to depart		
Feb. 4, 1886	.....	Failure total	.....	
.....do	Upper Marlborough.	Failure to arrive and depart	$6 00	1 50
Mar. 31, 1886	Prince Frederick-town.	Mail wet		
Mar. 29, 30, 31, 1886	Prince Marlborough.	Mail received wet		
Jan. 11; Feb. 4, 1886	.....	Failure total	.....	3 44
Jan. 8, 11, 12, 13, 14, 1886	.....	Failure on 5½ miles	.....	2 46
Jan. 4; Mar. 29, 31, 1886	Spring Place	Failure to depart		
Jan. 5; Mar. 30, 1886	....do	Failure to arrive (3 times a week service).		
Jan. 4, 6, 11, 13; Mar. 29, 31, 1886.	Cassville	Failure to arrive	.....	13 27
Jan. 5; Mar. 29, 31, 1886	.....	Failure to depart		
Jan. 11, 12, 13, 14, 15; Mar. 29, 30, 31, 1886.	Cassville	Failure on round trip (6 times a week service).		
Jan. 9, 12, 1886	.....	Failure on round trip		
Mar. 27, 1886	.....	Failure on 7 miles	.....	3 02
Mar. 30, 1886	.....	Failure on 10 miles		
....do	.....	Failure on 7 miles		
Jan. 11, 1886	.....	Failure on 5 miles	.....	2 43
Jan. 15, 1886	Ellijay	Failure to arrive and depart		
Jan. 9, 13, 1886	....do	Failure to arrive		
Jan. 12, 1886	Ducktown	Failure to depart		
.....do	Dahlonega	Failure to arrive	.....	6 61
Jan. 9, 1886	....do	Failure to depart		
Jan. 15, 16; Mar. 30, 31, 1886	Morganton	Failure on 21 miles		
Jan. 9, 1886	....do	Failure to perform service		
Jan. 11, 12, 16, 1886	.....	Failure half trips	.....	9 79
Jan. 4, 1886	.....	Failure on 12 miles of trip		
Mar. 27, 29, 30, 31, 1886	.....	Failure half trips		
Jan. 4, 5, 1886	.....	Failure on 31 miles of trip		
Jan. 11, 12, 1886	.....	Failure on 28 miles of trip	.....	6 64
Mar. 29, 30, 1886	.....	Failure on 24 miles of trip		
Jan. 4, 1886	.....	Failure on 12 miles of trip		
Jan. 11, 1886	.....	Failure on 7 miles of trip	.....	2 96
Mar. 29, 1886	.....	Failure on 9 miles of trip		
Jan. 9, 1886	.....	Failure on 13 miles of trip		
Jan. 6, 1886	.....	Failure on 2¾ miles of trip	.....	4 48
Jan. 11, 1886	.....	Failure on 13¾ miles		
Mar. 29, 30, 1886	.....	Failure on 25¾ miles of trip		
Jan. 12, 14, 1886	.....	Failure to perform service	.....	6 05
Mar. 30, 1886	.....	Failure half trip		
Jan. 9, 16; Mar. 30, 1886	.....	Failure to perform service	.....	7 17
Jan. 4, 15; Mar. 31, 1886	.....	Failure on 13¾ miles		
Jan. 4, 5, 11; Mar. 30, 31, 1886	.....	Failure on 4 miles of trip	.....	2 69
Mar. 29, 1886	.....	Failure on 7½ miles		
Jan. 11, 12, 13, 14, 1886	.....	Failure to perform service	.....	7 83
Jan. 15, 1886	.....	Failure half trip		
Jan. 5, 1886	.....	Failure on 9½ miles of trip		
Jan. 8, 1886	.....	Failure on 13 miles of trip	.....	3 22
Mar. 29, 1886	.....	Failure on 3 miles of trip		
Mar. 30, 31, 1886	.....	Failure on 6 miles of trip		
Jan. 4, 11, 28; Feb. 4, 1886	.....	Failure half trips	.....	5 40
Jan. 13, 15, 1886	.....	Failure on 28 miles of trip	.....	3 28
Jan. 9, 12, 13, 14, 19; Mar. 13, 1886.	.....	Failure to perform service		
Jan. 11, 1886	.....	Failure on 16 miles of trip	.....	16 23
Jan. 15, 1886	.....	Failure on 18 miles of trip		
Jan. 16, 1886	.....	Failure half trip		
Jan. 12, 13, 1886	.....	Failure to perform service	.....	8 94
Jan. 15, 16, 1886	.....	Failure on 18½ miles of trip		
Jan. 15, 1886	.....	Failure on 12 miles of trip	.....	1 17
Jan. 12, 15, 19, 22, 26, 29, 1886	.....	Failure on 1½ miles of trip	.....	1 27
Jan. 7, 12, 13, 15; Mar. 20, 1886.	.....	Failure to perform trips (6 times a week service).	.....	7 06
Jan. 11, 18, 1886	.....	Failure to perform trips tri-weekly.		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 12	15459	McDonough to McDonough ...	Ga.....	C. C. Morse.....	$190 00	$1 82
					380 00	
	15463	Juliette to Hillsborough.....	Ga.....	C. W. Chambers.....	133 99	64
	15463	.....do	Ga.....	.....do	.....	.....
	15471	Irwinsville to Sycamore.....	Ga.....	H. C. Roop.....	91 00	87
	15475	Summerville to Valley Head...	Ga.....	M. T. Craft	643 00	1 02
	15477	Hawkinsville to Aribi	Ga.....	H. O. Roop.....	187 00	1 79
	15479	Abbeville to Wolf Creek	Ga.....	E. Y. Bowen	312 00	1 50
	15479	.....do	Ga.....	.....do	.....	.....
	15480	Gainesville to Jefferson	Ga.....	J. L. Jones.....	279 00	1 34
	15483	Ringgold to Judson.....	Ga.....	R. A. Lawson.....	164 00	52
	15483	.....do	Ga.....	.....do	.....	.....
	17102	Centre Star to Lexington.....	Ala....	J. H. Matthews.....	133 33	42
	17102	.....do	Ala....	.....do	.....	.....
	17104	Florence to Waterloo	Ala....	W. C. Blockwell	444 00	1 42
	17104	.....do	Ala....	.....do	.....	.....
	17104	.....do	Ala....	.....do	.....	.....
	17104	.....do	Ala....	.....do	.....	.....
	17106	Florence to Waynesborough...	Ala....	A. M. Holt.....	375 00	1 80
	17106	.....do	Ala....	.....do	.....	.....
	17107	Meridian to Butler.....	Ala....	J. B. Colegrove	767 00	2 45
	17107	.....do	Ala....	.....do	.....	.....
	17107	.....do	Ala....	.....do	.....	.....
	17107	.....do	Ala....	.....do	.....	.....
	17115	Huntsville to North.....	Ala....	T. J. Coffey.....	567 64	1 81
	17115	.....do	Ala....	.....do	.....	.....
	17115	.....do	Ala....	.....do	.....	.....
	17115	.....do	Ala....	.....do	.....	.....
	17121	Paint Rock to Leslie.....	Ala....	G. A. Hickman	522 54	3 30
	17121	.....do	Ala....	.....do	.....	40
	17121	.....do	Ala....	.....do	.....	.....
	17121	.....do	Ala....	.....do	.....	.....
	17128	Stevenson to Trenton.....	Ala....	G. D. Moore	478 00	2 29
	17128	.....do	Ala....	.....do	.....	.....
	17128	.....do	Ala....	.....do	.....	.....
	17128	.....do	Ala....	.....do	.....	.....
	17128	.....do	Ala....	.....do	.....	.....
	17132	Cherokee to Pleasant Site	Ala....	A. Orr.....	299 91	95
	17132	.....do	Ala....	.....do	.....	.....
	17132	.....do	Ala....	.....do	.....	.....
	17150	Falkville to Cotaco.....	Ala....	S. Speegle	190 00	91
	17151	Hartsells to Moulton	Ala....	G. C. Brassfield	888 00	1 41
	17151	.....do	Ala....	.....do	.....	.....
	17151	.....do	Ala....	.....do	.....	.....
	17154	Somerville to Hartsells	Ala....	E. M. Russell	321 49	.....
					90 00	28
	17154	.....do	Ala....	.....do	231 49	36
	17154	.....do	Ala....	.....do	.....	.....
	17163	Collinsville to Centre.....	Ala....	D. C. Daniel.....	464 34	74
	17163	.....do	Ala....	.....do	.....	.....
	17163	.....do	Ala....	.....do	.....	.....
	17163	.....do	Ala....	.....do	.....	.....
	17168	Crossville to Rodentown.....	Ala....	W. L. Copeland	111 07	53
	17462	Harris to Coleridge.....	Ala....	J. J. Campbell	216 00	69
	17465	Citronell to Mount Vernon	Ala....	.....do	560 00	89
	17474	Brenton to Mason.....	Ala....	.....do	184 90	1 84
	17484	Andalusia to Green Bay.....	Ala....	T. L. Sellers.....	239 00	76
	17484	.....do	Ala....	.....do	.....	.....
	17502	Abbeville to Ozark	Ala....	C. C. Morse	398 00	1 91
	17502	.....do	Ala....	.....do	.....	.....
	17509	Cordell to Alpine.....	Ala....	.....do	107 88	1 03
	17509	.....do	Ala....	.....do	.....	.....
	17515	Carthage to Five Mile	Ala....	J. S. Stephens.....	280 00	89
	17522	Ferryville to Wilsonviile	Ala....	C. C. Morse	733 00	1 38
	17522	.....do	Ala....	.....do	.....	48

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 30, 31, 1886		Failure on 14½ miles of trip		$2 57
Jan. 2, 6, 1886		Failure to perform service		3 20
Mar. 31, 1886		Failure half trip		
Jan. 9, 16, 23, 30; Feb. 6; Mar. 6, 18, 20, 27, 1886.		Failure on 6 miles of trip		5 52
Jan. 9, 15, 16; Mar. 30, 1886		Failure half trips		4 08
Jan. 14, 15, 1886		Failure on 17 miles of trip		1 60
Jan. 11, 1886		Failure to perform service		5 76
Jan. 8, 15; Mar. 22, 1886		Failure on 8 miles of trip		
Jan. 9, 16; Mar. 30, 1886		Failure on 19 miles of trip		5 87
Jan. 9; Mar. 30, 1886		Failure to perform service		3 49
Jan. 16; Feb. 25; Mar. 27, 1886.		Failure on 5 miles of trip		
Jan. 9; Feb. 4, 1886	Lexington	Failure to arrive and depart		1 34
Mar. 30, 1886		Failure on 6 miles		
Jan. 13, 15; Mar. 31, 1886	Florence	Failure to arrive		7 10
Jan. 14, 16, 1886	....do	Failure to depart		
Jan. 12, 16, 1886,	Waterloo	Failure to arrive		
Jan. 11, 15; Mar. 31, 1886	do	Failure to depart		
Feb. 11; Mar. 29, 1886	Florence	Failure to arrive and depart		9 00
Jan. 8; Feb. 12; Mar. 30, 1886.	Waynesborough	.....do		
Jan. 15; Mar. 31, 1886	Meridian	Failure to depart		14 70
Jan. 16, 1886	....do	Failure to arrive		
Jan. 4, 6, 15; Mar. 29, 31, 1886	Butler	.....do		
Jan. 5, 7, 16; Mar. 30, 1886	do	Failure to depart		
Jan. 5; Mar. 30, 1886	Huntsville	Failure to arrive		9 05
Jan. 6; Mar. 31, 1886	...do	Failure to depart		
Jan. 8, 11; Mar. 31, 1886	North	Failure to arrive		
Jan. 9, 12; Mar. 30, 1886	....do	Failure to depart		
Jan. 11, 29, 1886	Paint Rock	Failure to arrive		6 90
Jan. 12, 30, 1886	....do	Failure to depart		
Jan. 12, 1886	Huntland	Failure to arrive		
Jan. 11, 1886	....do	Failure to depart		
Jan. 4, 1886	Stevenson	Failure to arrive		4 58
Jan. 5, 1886	....do	Failure to depart		
Feb. 8, 1886	Trenton	.....do		
Feb. 9, 1886	....do	Failure to arrive		
Jan. 9; Feb. 16; Mar. 11, 1886.		Failure on 13 miles.		9 40
Jan. 16; Feb. 25; Mar. 30, 1886.	Cherokee	Failure to arrive and depart		
Jan. 16; Feb. 9; Mar. 30, 1886	Pleasant Site	.....do		
Jan. 8, 9; Mar. 30, 31, 1886		Failure on 5½ miles		1 00
Jan. 4, 5, 14, 1886		Failure on 8 miles		9 16
Mar. 27, 29, 30, 1886		Failure on 19½ miles		
Jan. 16, 1886	Hartsells	Failure to arrive and depart		
Jan. 14; Mar. 30, 1886	....do	Failure to arrive and depart (3 times a week).		3 08
Jan. 9, 15; Mar. 27, 30, 1886...	Somerville	Failure to arrive and depart (6 times a week).		
Jan. 14; Mar. 27, 30, 1886	Hartsells	Failure to arrive and depart		
Jan. 1, 2, 1886	Collinsville	.....do		14 06
Mar. 16, 1886	....do	.....do		
Jan. 4, 9, 11, 12, 13, 14, 15, 16, 1886.	Centre	.....do		
Mar. 27, 29, 30, 31, 1886	....do	Failure round trips		
		A revision of the case dated shows the deduction was made upon the basis of $0.48 for the half trip, instead of $0.53, as it should have been, consequently the deduction should be $2.65 instead of $2.40; therefore deduct		25
Jan. 8, 1886		Failure total		1 38
Mar. 30, 1886		Failure on 10 miles		1 26
.....do		Failure half trip		1 84
Feb. 15, 1886		Failure total		2 58
Jan. 13; Feb. 13; Mar. 31, 1886		Failure on 3 miles each way		3 92
Jan. 12, 1886		Failure on 14½ miles		3 09
Feb. 27; Mar. 31, 1886	Ozark	Failure to arrive		1 07
Mar. 30, 1886	Cordell	Failure to arrive and depart		4 26
Jan. 23; Mar. 27, 1886	Alpine	....do		
Mar. 29, 1886	Phipps to Carthage	Failure on 12 miles		
Jan. 4, 1886		Failure of half a trip (3 times a week service).		
Mar. 29, 30, 31, 1886		Failure total (6 times a week service).		

Fines imposed on contractors and deeuctions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 12	17525	Houston to Double Springs ...	Ala....	W. C. Blackwell	$141 00	$0 45
	17525	.....do	Ala....	.....do	.....	.....
	17526	Inverness to China Grove.....	Ala ...	C. C. Morse	307 28	98
	17527	Jacksonville to Beaver	Ala....	J. Nolan	208 50	66
	17529	Montevallo to Aldrich	Ala....	C. C. Morse	234 00	37
	17531	Murphress Valley to Viola	Ala....	G. C. Brassfield	186 00	89
	17532	Omaha to Graham	Ala....	E. A. Ragan.....	155 07	74
	17532	.....do	Ala....	.....do	.....	.....
	17537	Summerfield to Summerfield...	Ala...	W. F. Hansberger.....	543 00	1 74
	17537	.....do	Ala....	.....do	.....	.....
	17537	.....do	Ala....	.....do	.....	.....
	17540	Brooklyn to Georgiana	Ala....	... .do	424 00	2 03
	17542	Selma to Summerfield.....	Ala....	T. W. Barker	360 00	57
	19356	Smithville to Woodbury.....	Tenn ..	J. H. Thrower	139 04	66
	24220	Hawkhead to Bravo	Mich ..	W. H. Smith	300 16	96
	31226	Bastrop to Red Rock	Tex ...	W. B. Catching	291 00	93
	31226	.....do	Tex ...	.....do	.....	.....
	31858	Scurry to Berryville.....	Tex ...	G. D. Jackson.....	348 00	1 67
	31858	.....do	Tex ..	.....do	.....	.....
	34361	Ainsworth to Brewer.....	Kans ..	H. C. Slavens	609 47	2 92
	34361	.....do	Kans .	.....do	.....	.....
	36138	Helena to Gloster.....	Mont ..	O. J. Salisbury	702 46	1 12
	45135	Aurora to Bridgeport.....	Nev....	.....do	1,944 00	2 66
	45135	.....do	Nev....	.....do	.....	.....
	46173	Cottonwood to Shingletown....	Cal	C. Humphreys	743 07	2 38
	46173	.....do	Cal	.....do	.....	.....
	46173	.....do.....	Cal	.....do	.....	.....
	46173	.....do	Cal	.....do	.....	.....
	46174	Cottonwood to Gas Point	Cal	R. R. Thomas	370 66	1 78
	46278	Tres Pinos to New Idria	Cal	J. D. Carr	840 00	4 03
	46278	.....do	Cal	.....do	.....	.....
	46278	.....do	Cal	.....do	.....	.....
	46278	...do	Cal	..... do	.....	.....
	46230	Drytown to Oleta.....	Cal	A. E. Boone	717 00	1 14
	46230	.....do	Cal ...	.....do	.....	.....
	46230	... do	Cal	.....do	.....	.....
	46279	Paicinos to Erie	Cal	W. H. Griffith.....	790 00	3 79
	46279	.....do	Cal ...	.....do	.....	.....
	46279	.....do	Cal	.....do	.....	.....
	46279	.....do	Cal	.....do	.....	.....
	46279	.....do	Cal	.....do	.....	.....
	46279	.....do	Cal	.....do	.....	.....
		RAILROAD SERVICE.				
	15010	Savannah to Macon.....	Ga.....	C. Rwy. & Banking Company.	$24,767 77	33 92 16 96
	15012	Macon to Atlanta	Ga.....	.....do	17,754 93	24 32 8 10
	15012	.....do	Ga.....	.....do	.....	.....
	15012	.....do	Ga.....	.....do	.....	.....
	15013	Rome to Brunswick	Ga.....	E. T., V. & Ga. Rwy..	24,160 39	33 09
	15016	Macon to Eufaula.....	Ga.....	S. W. Rwy. Co	12,607 94	17 27
	15020	Cartersville to Broken Arrow..	Ga.....	E. & W. Rwy.....	4,705 07	7 51
	17005	Memphis to Chattanooga	Tenn ..	M. & C. Rwy	36,635 36	50 18
	17005	.....do	Tenn ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 4, 1886	.....	Failure half trip	.....	$1 35
Mar. 31, 1886	.....	Failure total	.....	1 00
Jan. 9, 1886	Inverness	Failure to arrive and depart	.....	1 32
Mar. 30, 1886	.....	Failure total	.....	1 48
Mar. 29, 30, 1886	.....	do	.....	1 78
Mar. 30, 1886	.....	do	.....	
Jan. 13, 16, 1886	Omaha	Failure to arrive and depart	.....	2 96
Jan. 9; Mar. 31, 1886	Graham	do		
Jan. 15; Mar. 31, 1886	Pinetrucky	do	.....	6 84
Jan. 12, 1886	.....	Failure on 19 miles	.....	
Mar. 30, 1886	.....	Failure on 11 miles		6 09
Jan. 27; Mar. 22, 31, 1886	Georgiana	Failure to arrive and depart	.....	1 14
Mar. 30, 1886	.....	Failure total	.....	56
.....	.....	A revision of the case made May 5, 1886, showing annual pay to be $109.04 instead of $139.04, the deduction should be $2 64 instead of $2.08.	.....	
.....	.....	A review of the case dated April 30, 1886, shows the pay per annum to be $300.16 instead of $253.26. The deduction should be $1.92 instead of $1.62; therefore deduct	.....	30
Mar. 4, 1886	Bastrop	Failure to arrive and depart	$1 00	1 00
Mar. 6, 1886	....do	Wet mail		
Jan. 8, 1886	Scurry	Failure to arrive	.....	1 67
.....do	....do	Failure to depart		
Mar. 27, 1886	Brewer	Failure to arrive	.....	2 92
Mar. 29, 1886	....do	Failure to depart		
Mar. 24, 1886	.....	For leaving mail in stage over night.	2 00	.....
Jan. 20, 21, 22, 23, 1886	.....	Failure round trips	.....	22 61
Jan. 25, 1886	Aurora	Failure to arrive		
Jan. 2, 21, 26, 1886	Cottonwood	do		
Jan. 1, 20, 27, 1886	....do	Failure to depart	.....	14 28
Jan. 1, 22, 27, 1886	Shingleton	Failure to arrive		
Jan. 2, 23, 28, 1886	....do	Failure to depart		
Jan. 12, 1886	Cottonwood	Failure to arrive and depart	.....	1 78
Jan. 21, 28, 1886	Tres Pinos	Failure to arrive		
Jan. 19, 1886	... do	Failure to depart	.....	14 10
Jan. 20, 23, 1886	New Idria	Failure to arrive		
Jan. 21, 24, 1886	....do	Failure to depart		
Jan. 20, 23, 26, 1886	Oleta	Failure to arrive		
Jan. 21, 27, 28, 1886	....do	Failure to depart	.....	4 56
During January	Drytown	Failure to arrive and depart		
Jan. 19, 1886	Paicinos	Failure to arrive		
Jan. 20, 1886	....do	Failure to depart		
.....do	Erie	Failure to arrive		
Jan. 21, 25, 1886	....do	Failure to depart	10 00	9 47
Jan. 24, 31, 1886	.....	Failure to connect		
Feb. 7, 14, 21, 28, 1886	.....	Failure to arrive in schedule time.		
Mar. 2, 14, 30, 1886	Savannah	Train No. 54 failed to connect with depending mails.	25 50	.....
Jan. 9, 16; Mar. 23, 1886	Atlanta	Train No. 1 failed to connect with depending mails.		
Jan. 11, 25; Feb. 22, 1886	....do	Train No. 51 failed to connect with depending mails.	56 50	.....
Jan. 2, 5, 9, 11, 17; Feb. 5, 21; Mar. 2, 1886.	....do	Train No. 53 failed to connect with depending mails.		
Jan. 2, 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 29, 30; Feb. 2, 3, 4, 6, 7, 10, 11, 13, 16, 18, 19, 20, 21, 1886.	Brunswick	Train failed to connect with depending mails.	612 00	.....
Jan. 9; Feb. 4, 13, 1886	Macon	Train No. 2 failed to connect with depending mails.	26 00	.....
Mar. 30, 31, 1886	.....	Failure round trip	.....	30 04
Jan. 9, 26, 29; Mar. 11, 1886	Memphis	Failed to connect with depending mails.	100 00	100 36
Mar. 30, 31, 1886	Chattanooga	Failure to arrive and depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Conractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 12	27081	Des Moines to Boone	Iowa	St. L., D. M. & N.	$1,851 07	$2 95
	27081	do	Iowa	do		
	27081	do	Iowa	do		
	27081	do	Iowa	do		
	27081	do	Iowa	do		
	27081	do	Iowa	do		
	27081	do	Iowa	do		
	27084	Des Moines to Cainesville	Iowa	D. M., O. & S. Rwy.	5,017 56	8 01
	27084	do	Iowa	do		
	27084	do	Iowa	do		
	27084	do	Iowa	do		
	26084	do	Iowa	do		
	27085	Lake Park to Worthington	Iowa	B. C. R. & N. Rwy.	803 27	
	27087	Tara to Ruthven	Iowa	D. M. & F. Rwy.	2,350 39	3 75
	27087	do	Iowa	do		
	27087	do	Iowa	do		
	27087	do	Iowa	do		
	27087	do	Iowa	do		
	27087	do	Iowa	do		
		MAIL-MESSENGER SERVICE.				
	66016	Alton to Railroad Station	N. Y.	S. S. Short	99 00	
	78055	Okahumpka to railroad station	Fla	W. T. Green	96 00	
	78055	do	Fla	do	96 00	08
		Remissions.				
		STAR SERVICE.				
	13357	Carthage to Powelton	N. C.	A. M. Kennedy	372 00	1 78
		STAR SERVICE.				
May 13	8714	Davis to Advance	Pa	J. Ansley	300 00	47
	8716	Elderton to Kittanning	Pa	L. E. Chappel	278 00	89
	8717	Kittanning to Dayton	Pa	W. F. Tittle	450 00	71
	8717	do	Pa	do		
	8717	do	Pa	do		
	8719	Brattonville to Smicksburgh	Pa	L. E. Chappel	349 00	1 11
	8719	do	Pa	do		
	8719	do	Pa	do		
	8724	Apollo to Apollo	Pa	B. W. Beedy	538 00	85
	8724	do	Pa	do		
	8724	do	Pa	do		
	8727	Brady's Bend to Adrian	Pa	do	440 00	70
	8727	do	Pa	do		
	8727	do	Pa	do		
	8727	do	Pa	do		
	8738	Manor Station to Manor Dale	Pa	C. W. Underwood	255 00	40
	8733	Greenburgh to Congruity	Pa	G. M. Jole	379 31	60
	8733	do	Pa	do		
	8740	Legonier to Jones' Mills	Pa	B. W. Beedy	227 00	72
	8740	do	Pa	do		
	8747	Bowmansville to Washington	Pa	C. W. Underwood	620 00	99
	8747	do	Pa	do		
	8747	do	Pa	do		
	8747	do	Pa	do		
	8745	Uniontown to Markleysburgh	Pa	C. L. Dean	344 75	54
	8745	do	Pa	do		
	8745	do	Pa	do		
	8750	Farmington to Clifton Mills	Pa	B. W. Beedy	144 76	46
	8750	do	Pa	do		
	8758	Waynesborough to Ceylon	Pa	J. C. Cummins	192 00	61

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 13; Feb. 1, 4, 6; Mar. 5, 13, 1886.	Des Moines.....	Failed to connect with depending mails.		
Jan. 12, 18, 21; Feb. 2, 5, 1886	....do	Failure to arrive.....		
Jan. 20; Feb. 1, 5, 1886.....	....do	Failure to depart.....		
Jan. 4, 5, 6, 7, 8, 9, 11, 15, 16, 19 22, 23, 25, 26, 27, 28, 29, 30; Feb. 3, 1886.	....do	Failure to arrive and depart..	$9 00	$131 27
Jan. 7, 20; Feb. 1, 4, 1886	Boone.	Failure to arrive		
Jan. 12, 19, 21; Feb. 3, 5, 1886.	.....do	Failure to depart.....		
Jan. 4, 5, 8, 9, 11, 15, 16, 18, 22. 23, 25, 26, 27, 28, 29, 30; Feb. 2, 1886.	....do	Failure to arrive and depart ..		
Jan. 4, 5, 7, 11, 12, 13, 14; Feb. 8, 9; Mar. 19, 29, 1886.	Des Moines.....	Failed to connect with depending mails.		
Jan. 8, 9, 15; Mar. 5, 25, 1886.	..do	Failure to arrive and depart..		
Jan 4, 1886.....	Cainesville.....	Failure to arrive.....	44 50	446 80
Jan. 5, 8, 9, 10, 11; Feb, 7, 8, 9, 10; Mar. 5, 18, 25, 1886.	....do	Failure to arrive and depart ..		
Jan. 16 to Feb. 6, 1886, inclusive.	On the route	No service.....		
Jan. 1 to 25, 1886.....	....do	.....do		55 78
Jan. 21; Feb. 3, 1856	Tara.....	Failure to arrive.....		
Jan. 20, 28; Feb. 2, 1886	....do	Failure to depart.....		
Jan. 4, 5, 7, 8, 9, 16, 22, 23, 25, 26, 29, 30, 1886.	....do	Failure to arrive and depart..	.....	93 75
Jan. 7, 8, 9, 15, 20, 22, 23, 25, 26, 28; Feb. 2, 1886.	Ruthven.....	Failure to arrive.....		
Jan. 21; Feb. 3.....	....do	Failure to depart.		
Jan. 4, 5, 29, 30, 1886.....	....do	Failure to arrive and depart..		
Jan. 9, 19, 1886.....	On the route	Failure 1 trip each	.....	16
Apr. 1 to 24, 1886.....	....do	No service performed.....	.....	6 33
Mar. 14 to 31, 1886.	....do	Failure to perform service....	.....	4 80

Remit $1 55 of the deduction noted in report for April 12, 1886, it having been shown that service was fully performed March 31, 1886, except 3 miles each way.

Jan. 11, 12, 13, 1886.....	.....	Failure total.....	.....	$2 82
Jan. 12, 1886.....	.....	Failure to perform service	.....	1 78
Jan. 11, 1886.....	Kittanning	Failure to arrive.....		
Jan. 12, 1886.....	... do	Failure to depart	.....	1 42
Jan. 11, 1886.....	Dayton	Failure to arrive and depart ..		
Jan. 12, 14, 1886.....	Brattonville	.....do		
Jan. 9, 12, 1886.....	Smicksburgh	Failure to arrive.....	.....	4 44
Jan. 11, 13, 1886.....	....do	Failure to depart		
Jan. 11, 1886.....	.....	Failure total		
Jan. 9, 1886.....	Apollo	Failure to depart	.....	3 47
Jan. 27, 1886	.....	Failure on 27 miles one way...		
Jan. 11, 12, 1886.....	Brady's Bend.....	Failure to depart		
Jan. 12, 13, 1886.....	....do	Failure to arrive	.....	2 80
Jan. 11, 12, 1886.....	Adrian	.....do		
Jan. 12, 13, 1886.....	....do	Failure to depart		
Jan. 1, 11, 1886.....	.....	Failure total.....	.....	1 60
Jan. 9, 12, 1886.....	Congruity	Failure to depart	.....	1 20
Jan. 11, 12, 1886.....	....do	Failure to arrive.....		
Jan. 11, 12, 1886.....	....do	Failure to arrive.....		
Jan. 1, 1886	Jones' Mills.....	Failure to arrive and depart..	.....	2 16
Jan. 9, 1886	.....	Failure to perform service ..		
Jan. 9, 11, 1886.....	Bowmansville	Failure to arrive.....		
Jan. 11, 12, 1886.....	....do	Failure to depart	.....	2 97
Jan. 9, 1886.....	Washington	Failure to arrive..... ...		
Jan. 11, 1886.....	....do	Failure to depart		
.....do	Uniontown	Failure to arrive and depart ..		
Jan. 9, 11, 12, 1886.....	Markleysburgh...	Failure to arrive.....	.....	1 89
Jan. 11, 12, 1886	....do	Failure to depart		
Jan. 9, 1886.....	.....	Failure total.....	.....	1 25
Jan. 12, 1886.....	.....	Failure on 3½ miles.....		
.....do	.....	Failure total.....	.....	1 22

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 13	8760	Waynesborough to Greensborough.	Pa	R. Summersgill	$320 00	$1 02
	8760	do	Pa	do		
	8760	do	Pa	do		
	8760	do	Pa	do		
	8761	do	Pa	C. C. Wade	344 00	1 10
	8761	do	Pa	do		
	8761	do	Pa	do		
	8761	do	Pa	do		
	8761	do	Pa	do		
	8764	Waynesborough to Castile	Pa	B. W. Beedy	174 91	56
	8765	Waynesborough to Littleton	Pa	L. E. Chappel	427 00	1 36
	8765	do	Pa	do		
	8765	do	Pa	do		
	8765	do	Pa	do		
	8766	Waynesborough to Cameron	Pa	R. Summersgill	760 00	1 21
	8766	do	Pa	do		
	8766	do	Pa	do		
	8766	do	Pa	do		
	8766	do	Pa	do		
	8768	Rogersville to Cameron	Pa	L. E. Chappel	467 00	74
	8768	do	Pa	do		
	8768	do	Pa	do		
	8768	do	Pa	do		
	8771	Monongahela City to Garwood	Pa	J. L. Jones	359 31	57
	8771	do	Pa	do		
	8772	Clockey to West Newton	Pa	D. E. Lecky	900 00	1 43
	6772	do	Pa	do		
	8772	do	Pa	do		
	8772	do	Pa	do		
	8773	Washington to Wellsburgh	Pa	T. Lane	689 00	1 10
	8773	do	Pa	do		
	8773	do	Pa	do		
	8773	do	Pa	do		
	8774	Washington to Old Concord	Pa	J. Baldwin	353 00	56
	8774	do	Pa	do		
	8774	do	Pa	do		
	8775	Hackney to Zollarsville	Pa	B. W. Beedy	360 00	57
	8778	Burgettstown to West Middleton.	Pa	do	418 00	66
	8778	do	Pa	do		
	8779	Claysville to Dunsfort	Pa	W. F. Jones	285 00	45
	8780	McDonald to Woodson	Pa	B. W. Beedy	338 00	53
	8783	Venetia to Lawrence	Pa	do	288 00	46
	8783	do	Pa	do		
	8785	Scenery Hill to Vanceville	Pa	J. W. Taylor	189 00	30
	8788	Claysville to Hopkinsville	Pa	J. L. Jones	411 00	1 31
	8788	do	Pa	do		
	8790	Allegheny to Ogle	Pa	B. W. Beedy	790 00	1 26
	8790	do	Pa	do		
	8790	do	Pa	do		
	8793	Sharpsburgh to Saxonburgh	Pa	do	390 00	1 25
	8793	do	Pa	do		
	8793	do	Pa	do		
	8902	Butler to Emlenton	Pa	do	580 00	1 85
	8903	Carbon Black to Worthington	Pa	C. W. Underwood	200 00	64
	8904	Slippery Rock to Mercer	Pa	J. C. Graham	399 00	63
	8905	Butler to New Castle	Pa	L. E. Chappel	484 00	1 55
	8905	do	Pa	do		
	8914	Holt to Woodlawn	Pa	K. Barton	485 00	77
	8917	Industry to Harshaville	Pa	L. E. Chappel	447 00	71
	8917	do	Pa	do		
	8918	Smith's Ferry to Burgettstown	Pa	C. W. Underwood	610 00	97
	8918	do	Pa	do		
	8918	do	Pa	do		
	8918	do	Pa	do		
	8918	do	Pa	do		
	8918	do	Pa	do		
	8918	do	Pa	do		
	8926	New Castle to Plain Grove	Pa	S. H. Burnside	264 00	42
	8926	do	Pa	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Waynesborough	Failure to arrive		
Jan. 11, 1886	do	Failure to depart	.....	$2 04
do	Greensborough	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
Jan. 14, 1886	Waynesborough	Failure to arrive		
Jan. 13, 1886	do	Failure to depart		
Jan. 12, 1886	Mount Morris	Failure to arrive and depart		
Jan. 13, 1886	Between Greensborough and Mount Morris.	Failure round trip (17 miles)	.....	3 00
Jan. 11, 1866	do	Failure on 12 miles		
Jan. 9, 12, 14, 1886		Failure total	.....	3 36
Jan. 11, 13, 1886	Waynesborough	Failure to arrive		
Jan. 12, 14, 1886	do	Failure to depart	.....	5 44
do	Littleton	Failure to arrive		
Jan. 11, 13, 1886	do	Failure to depart		
Jan. 9, 11, 14, 1886	Waynesborough	Failure to arrive		
Jan. 9, 11, 12, 1886	do	Failure to depart		
Jan 11, 12, 1886	Cameron	Failure to arrive	.....	7 81
Jan. 11, 12, 14, 1886	do	Failure to depart		
Jan. 13, 1886		Failure on 14 miles		
Jan. 12, 1886	Rogersville	Failure to arrive		
Jan. 11, 1886	do	Failure to depart	.....	1 48
do	Cameron	Failure to arrive		
Jan. 12, 1886	do	Failure to depart		
Jan. 11, 12, 13, 1886	Garwood	Failure total	.....	3 99
Jan. 9, 1886	Monongahela City	Failure to arrive and depart		
do		Failure total		
Jan. 11, 1886		Failure on 14½ miles one way	.....	7 62
Jan. 11, 12, 1886		Failure on 8½ miles		
Jan. 25, 1886		Failure on 14½ miles		
Jan. 9, 1886		Failure on 36 miles one way		
Jan. 11, 1886		Failure on 48 miles one way	.....	6 32
Jan. 12, 1886		Failure on 30 miles one way		
Jan. 13, 1886		Failure on 24 miles one way		
Jan. 9, 11, 1886		Failure total		
Jan. 12, 1886	Old Concord	Failure to arrive and depart	.....	3 08
do	Washington	Failure to arrive		
Jan. 9, 11, 1886		Failure total	.....	2 28
Jan. 9, 11, 12, 13, 1886		do	$1 65	5 28
Jan. 30; Feb. 4, 5, 15, 18, 1886	Burgettstown	Failure to connect		
Jan. 11, 12, 1886		Failure total	.....	1 80
Jan. 9, 11, 12, 13, 1886		Failure to perform service	.....	4 24
Jan. 9, 11, 1886	Venetia	Failure to arrive and depart	.....	1 84
Jan. 9, 12, 1886	Lawrence	Failure to arrive and depart		
Jan. 9, 11, 12, 1886		Failure to perform service	.....	1 80
Jan. 11, 1886	Claysville to East Finley.	Failure to perform service on 11 miles.	.....	4 16
Jan. 9, 12, 1886	East Finley to Hopkins' Mills.	Failure on 16 miles		
do		Failure on 13 miles		
Jan. 11, 1886		Failure on 21 miles	.....	6 48
Jan. 13, 1886		Failure on 7 miles		
Jan. 12, 14, 1886	Sharpsburgh	Failure to arrive and depart		
Jan. 9, 1886	Saxonburgh	Failure to arrive	.....	3 75
Jan. 12, 1886	do	Failure to depart		
Jan. 11, 1886		Failure on 15⅛ miles	.....	1 89
Jan. 12, 1886		Failure total	.....	1 28
Jan. 11, 12, 1886		Failure on 12¼ miles	.....	2 09
Jan. 9, 1886		Failure on 16½ miles	.....	3 10
Jan. 11, 1886		Failure on 15 miles		
Jan. 9, 11, 12, 1886		Failure total	.....	4 62
Jan. 11, 12, 1886		do	.....	4 04
Jan. 9, 1886		Failure on 11½ miles		
do		Failure total		
Jan. 6, 12, 16, 30; Feb. 16, 1886		Failure on 14½ miles		
Feb. 11, 1886		Failure on 18 miles		
Feb. 13, 1886		Failure on 5¾ miles	1 00	11 52
do		Failure on 1 mile		
Feb. 20, 1886		Failure on 11⅓ miles		
Mar. 4, 24, 1886	Smith's Ferry	Failure to connect		
Jan. 11, 1886		Failure total	.....	1 40
Jan. 9, 1886		Failure on 9 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 13	8927	Keister's to Jacksville	Pa	J. W. Boyle	$339 00	$0 54
	8932	Sandy Lake to Kilgore	Pa	O. C. Davis	545 00	87
	8943	Meadville to Guy's Mills	Pa	J. H. Boyle	457 00	73
	8945	Meadville to Little Cooley	Pa	B. W. Beedy	678 00	1 08
	8946	Meadville to Vallonia	Pa	do	94 00	15
	8949	Cochranton to Cochranton	Pa	J. M. Mapes	218 00	69
	8958	Meadville to Calvin's Corners	Pa	G. W. Peterson	174 00	55
	17177	Centre to Ricks	Ala	G. C. Brassfield	132 00	63
	17181	Gaylesville to La Fayette	Ala	F. S. Smith	499 82	2 39
	17194	Blountsville to Whitney	Ala	T. A. Cobb	310 00	1 40
					324 76	1 55
	17205	Columbus to Vernon	Ala	C. C. Morse	1,039 00	1 64
	17205	do	Ala	do		
	17209	Vernon to Pikeville	Ala	Allen & Haley	364 00	1 75
	17221	Jasper to Warrior Station	Ala	J. T. Love	975 00	1 55
	17221	do	Ala	do		
	17224	Jasper to Cordova	Ala	W. C. Blackwell	134 08	64
	17224	do	Ala	do		
	17226	York to New Lexington	Ala	J. B. Colegrove	219 00	2 10
	17236	Branchville to Kelly's Creek	Ala	C. C. Morse	340 00	1 08
	17236	do	Ala	do		
	17236	do	Ala	do		
	17236	do	Ala	do		
	17244	Grousport to Olio to Bruner	Ala	G. C. Brassfield	184 84	88
	17244	do	Ala	do		
	17244	do	Ala	do		
	17244	do	Ala	do		
	17252	Jacksonville to Cane Creek	Ala	J. W. Gidley	470 00	75
	17252	do	Ala	do		
	17252	do	Ala	do		
	17252	do	Ala	do		
	17254	Chulafinne to Bowdon	Ala	J. J. Campbell	495 00	1 58
	17254	do	Ala	do		
	17256	Edwardsville to Arbacoochie	Ala	G. C. Brassfield	155 00	74
	17256	do	Ala	do		
	17272	Tuscaloosa to Slick	Ala	J. J. Campbell	182 00	1 75
	17275	Tuscaloosa to Jasper	Ala	do	640 00	3 07
	17279	Shelby Iron Works to Columbiana.	Ala	C. C. Morse	277 67	38
	17280	Childersburgh to Marble Valley	Ala	M. A. Moore	373 29	1 19
	17280	do	Ala	do		
	17290	Ashland to Ironaton	Ala	J. A. White	281 25	90
	17290	do	Ala	do		
	17291	Ashland to Coleta	Ala	R. B. Craft	496 00	79
	17291	do	Ala	do		
	17291	do	Ala	do		
	17292	Ashland to Harlan	Ala	J. A. White	260 67	83
	17292	do	Ala	do		
	17292	do	Ala	do		
	17293	Ashland to Wheelersville	Ala	H. A. Manning	245 00	78
	17293	do	Ala	do		
	17301	Wedowee to Franklin	Ala	R. B. Craft	598 50	1 91
	17303	Wedowee to Bowdon	Ala	W. N. Clifton	310 00	1 49
	17303	do	Ala	do		
	17304	Wedowee to Ashland	Ala	J. A. White	501 92	1 60
	17306	Eutaw to Carrollton	Ala	T. J. Coffey	1,560 00	2 48
	17306	do	Ala	do		
	17312	Brierfield to Tionus	Ala	J. J. Campbell	248 89	34
	17312	do	Ala	do		14
	17314	Centreville to Randolph	Ala	do	450 00	71
	17314	do	Ala	do		
	17316	New Mars to Tionus	Ala	G. W. Chambers	190 90	91
	17317	Clanton to Jumbo	Ala	C. C. Morse	180 00	86
	17318	Maplesville to Verbena	Ala	J. J. Campbell	340 00	1 63
	17321	Goodwater to Iwana	Ala	G. W. Chambers	133 99	63

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11, 1880	Keister's	Failure to arrive and depart		$1 08
Jan. 11, 1886		Failure on 13 miles		1 41
Mar. 23, 1886		Failure on 11 miles		1 37
Jan. 11, 1886		Failure total		2 16
Feb. 6, 8, 17, 27; Mar. 2, 3, 5, 8, 10, 13, 15, 17, 22, 24, 31, 1886.	Vallonia	Failure to arrive in schedule time.	$1 50	
Jan. 9, 1886		Failure total		1 38
Feb. 16, 1886		do		1 10
Jan. 8, 15, 19, 22, 26, 29; Mar. 30, 1886.	Centre	Failure to arrive and depart		4 41
Jan. 4, 5; Mar. 29, 30, 1886		Failure on 28 miles		6 80
Jan. 15; Mar. 30, 1886	Blountsville	Failure to arrive and depart		3 04
Mar. 27, 30, 1886	Columbus	Failure of ¾ trips		6 60
Mar. 31, 1886	do	Failure to arrive and depart		
Jan. 15; Mar. 30, 1886		Failure half trip		3 50
Mar. 30, 31, 1886	Warrior Station	Failure to arrive and depart		3 95
Jan. 9, 1886		Failure on 9 miles		
do		Failure round trip		1 70
Mar. 20, 1886		Failure on 3 miles		
Jan. 8, 15, 1886		Failure on 24 miles		6 81
Mar. 31, 1886	Branchville	Failure to arrive and depart		4 30
Mar. 30, 1886	do	Failure to arrive		
Jan. 31; Mar. 31, 1886	Kelley's Creek	Failure to arrive and depart		
Jan. 10, 1886		Failure on 4½ miles		
Mar. 27, 30, 1886	Banner	Failure to arrive and depart		4 65
Jan. 9, 1886		Failure round trip		
Jan. 5, 1886		Failure on 8 miles		
Jan. 23, 1886		Failure on 4 miles		
Mar. 31, 1886		Failure round trip		3 63
Jan. 4, 1886		Failure on 16¾ miles		
Jan. 9, 1886		Failure on 4¾ miles		
Mar. 30, 1886		Failure on 3¾ miles		
Mar. 30, 1886	Chulafinne	Failure to arrive and depart		4 74
Mar. 29, 31, 1886	Bowdon	do		
Mar. 29, 1886	Edwardsville	Failure to arrive		1 11
Jan. 4, 1886	Arbacoochie	Failure to arrive and depart		
Jan. 8, 1886		Failure on 11 miles		1 37
Jan. 12; Mar. 30, 1886		Failure on 54 miles		11 73
Mar. 28, 29, 1886		Failure 2 round trips. The deduction made in this case ($1.28) having been made on the basis of $0.32 instead of $0.38 per half trip, is less by $0.24 than it should be; therefore deduct		24
Mar. 29, 31, 1886	Childersburgh	Failure to arrive and depart		3 57
Mar. 29, 1886	Marble Valley	do		
Jan. 8, 1886	Ashland	do		1 91
Mar. 29, 1886		Failure on 11½ miles		
Jan. 9, 1886	Ashland	Failure to arrive and depart		3 66
Mar. 29, 1886		Failure on 13½ miles		
Mar. 30, 1886		Failure round trip		
Jan. 9, 1886	Ashland	Failure to arrive and depart		3 15
Jan. 9, 16, 1886	Harlan	do		
Mar. 30, 1886	do	Failure on 6 miles		
Mar. 31, 1886	Wheelersville	Failure to arrive and depart		1 42
Mar. 29, 1886		Failure on 7 miles		
Mar. 29, 30, 1886		Failure to perform service		3 82
Jan. 8, 9, 1886		Failure on 10 miles of trip		4 33
Mar. 30, 31, 1886		Failure to perform service		
Jan. 4, 11, 13, 1886		Failure on 10 miles		3 09
Mar. 30, 1886		Failure to perform service		8 56
Mar. 31, 1886		Failure on 29½ miles		
Mar. 30, 1886		Failure to perform service tri-weekly.		1 64
Mar. 30, 31, 1886		Failure to perform trips six times a week service.		
Mar. 29, 1886		Failure on 3½ miles of trip		1 47
Mar. 30, 1886		Failure to perform service		
Mar. 30, 1886		do		1 82
Mar. 30, 1886		do		1 72
Jan. 11, 12; Mar. 29, 30, 1886		Failure half trips		3 22
Jan. 9, 1886		Failure to perform service		1 66

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 13	17324	Rockford to Kelleyton	Ala	C. C. Morse	$498 00	$0 79
	17324	do	Ala	do		
	17326	Rockford to Marble Valley	Ala	G. C. Brassfield	342 00	1 64
	17328	Alexander City to Buffalo	Ala	J. C. McKenney	692 04	2 21
	17328	do	Ala	do		
	17328	do	Ala	do		
	17328	do	Ala	do		
	17328	do	Ala	do		
	17328	do	Ala	do		
	17329	Dadeville to Susana	Ala	J. J. Campbell	129 00	62
	17330	Dadeville to Daviston	Ala	do	325 00	1 56
	17330	do	Ala	do		
	17330	do	Ala	do		
	17332	Buffalo to Wedowee	Ala	W. N. Clifton	930 00	1 48
	17332	do	Ala	do		
	17332	do	Ala	do		
	17332	do	Ala	do		
	17333	West Point to Roanoke	Ala	C. C. Morse	1,230 00	1 95
	17333	do	Ala	do		
	17333	do	Ala	do		
	17334	West Point to Smith's Station	Ala	G. W. & S. T. Adams	405 24	1 94
	17335	Cuba Station to Pushmataha	Ala	C. C. Morse	310 00	1 49
	17338	Gainesville to Warsaw	Ala	do	108 75	51
	17338	do	Ala	do		
	17339	Gainesville to Clinton	Ala	M. A. Moore	303 00	97
	17339	do	Ala	do		
	17340	Gaston to Tompkinsville	Ala	J. B. Colegrove	297 50	1 42
	17342	York Station to Butler	Ala	J. A. Brantley	1,200 00	1 90
	17342	do	Ala	do		
	17342	do	Ala	do		
	17342	do	Ala	do		
	17342	do	Ala	do		
	17342	do	Ala	do		
	17343	Centreville to Theo	Ala	G. W. Chambers	132 99	1 27
	17345	Marion to Brush Creek	Ala	C. C. Morse	170 00	81
	17346	Marion to Centreville	Ala	J. E. James	347 00	1 66
	17346	do	Ala	do		
	17349	Prattville to Burnsville	Ala	J. J. Campbell	500 00	1 60
	17350	Prattsville to Jones's Switch	Ala	John Rucker	301 38	1 44
	17351	Central Institute to Irma	Ala	C. C. Morse	170 00	81
	17352	Wetumpka to Kelleyton	Ala	F. D. Christie	548 53	1 75
	17353	Wetumpka to Rockford	Ala	J. J. Campbell	425 00	2 04
	17353	do	Ala	do		
	15354	Wetumpka to Dadeville	Ala	do	550 00	2 64
	15354	do	Ala	do		
	17355	Wetumpka to Ware	Ala	do	192 00	92
	17355	do	Ala	do		
	17356	Wetumpka to Bulger's Mill	Ala	do	379 26	1 82
	17357	Opelika to Sandy Creek	Ala	do	300 00	96
	17357	do	Ala	do		
	17359	Bucatunna to Bladen Springs	Ala	G. W. Chambers	581 00	1 86
	17360	Butler to Melvin	Ala	do	206 00	1 98
	17362	Butler to Bladen Springs	Ala	F. M. Woodward	425 00	2 04
	17363	Waynesborough to Melvin	Ala	G. W. Chambers	581 00	1 86
	17363	do	Ala	do		
	17364	Winchester to Womack Hill	Ala	H. W. Smith	506 94	2 43
	17364	do	Ala	do		
	17368	Linden to Grove Hill	Ala	G. B. Wright	1,600 75	2 55
	17369	Linden to Nanafalia	Ala	W. F. Hansberger	419 00	1 34
	17369	do	Ala	do		
	17369	do	Ala	do		
	17370	McKinley to Shiloh	Ala	W. F. Hinson	299 00	1 43
	17371	Nanafalia to Nanafalia	Ala	T. J. Rogers	262 70	84
	17377	Martin's Station to Central Hill.	Ala	J. N. Jones	89 00	42
	17382	Portland to Tasso	Ala	P. R. Schnebly	59 00	56
	17382	do	Ala	do		
	17386	Port Deposit to Minter	Ala	J. W. Jones	678 12	2 17
	17390	Mathews to Panther	Ala	P. R. Schnebly	237 00	75
	17391	Montgomery to Prattville	Ala	J. W. Jones	525 00	83
	17393	Pike Road to Pine Level	Ala	C. C. Morse	623 00	99

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 2, 9, 11, 15; Feb. 25; Mar. 29, 30, 1886.	Rockford	Failure to depart		
Jan. 9, 12, 15; Feb. 25, 27; Mar. 29, 30, 1886.	....do	Failure to arrive	.....	$5 53
Mar. 29, 30, 1886		Failure to perform service	.....	3 28
Jan. 4, 11, 1886	Buffalo	Failure to arrive and depart		
Feb. 4, 1886		Failure on 13¾ miles of trip		
Feb. 11, 1886		Failure on 18¾ miles of trip	.....	18 00
Feb. 15, 16, 1886		Failure on 32 miles of trip		
Mar. 29, 1886		Failure on 45¾ miles of trip		
Mar. 31, 1886		.....do		
Mar. 30, 1886		Failure to perform service	.....	1 24
Jan. 5, 1886	Dadeville	Failure to arrive		
Jan. 6, 1886	....do	Failure to depart	.....	5 20
Feb. 12, 13; Mar. 30, 31, 1886		Failure on 14 miles of trip		
Jan. 9, 1886		Failure half trip		
Mar. 29, 1886		Failure round trip	$4 00	6 73
Mar. 30, 1886		Failure on 24 miles of trip		
Feb. 25, 27, 1886	Buffalo	Mail wet		
Jan. 9, 1886		Failure on 30 miles of trip		
Jan. 11, 1886		Failure on 27 miles of trip	.....	18 05
Jan. 29, 30, 31, 1886		Failure to perform service		
Mar. 30, 1886		Failure half trip	.....	1 94
Jan. 4, 5, 1886		Failure to perform service	.....	2 98
Jan. 11, 1886		Failure on 8 miles of trip		2 85
Mar. 25, 29, 1886		Failure to perform service	.....	
Mar. 30, 1886	Gainesville	Failure to arrive and depart	.....	4 85
Mar. 25, 27, 29, 31, 1886	Clinton	.....do		
Jan. 5; Mar. 30, 1886		Failure round trip	.....	5 68
Jan. 4, 26; Mar. 2, 31, 1886	York Station	Failure to arrive		
Jan. 4, 5; Mar. 2, 31, 1886	....do	Failure to depart		
Jan. 4, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23; Mar. 29, 30, 31, 1886.	Butler	Failure to arrive and depart	.....	47 50
Jan. 5, 1886	....do	Failure to arrive		
Jan. 25, 1886	....do	Failure to depart	.....	1 60
Jan. 9, 1886		Failure on 14.24 miles		
Mar. 31, 1886		Failure round trip	.....	1 62
.....do		.....do	.....	6 64
Jan. 5, 13, 1886		Failure half trip		
Mar. 31, 1886		Failure round trip	.....	3 20
Mar. 30, 1886		....do	.....	2 88
.....do		Failure on 9 miles both ways	.....	1 21
Jan. 9; Mar. 30, 1886	Wetumpka	Failure to arrive and depart	.....	3 50
Jan. 9, 1886		Failure half trip		6 12
Mar. 30, 1886		Failure round trip	.....	
Jan. 5, 1886		Failure half trip		7 92
Mar. 30, 1886		Failure round trip	.....	
Mar. 27, 1886	Wetumpka	Failure half trip		2 76
Mar. 31, 1886	....do	Failure round trip	.....	
.....do		.....do	.....	3 64
Mar. 29, 1886		.....do		2 88
Mar. 31, 1886		Failure half trip	.....	
Jan. 5; Mar. 31, 1886		Failure round trip	.....	7 44
Jan. 8, 29, 1886		.....do	.....	7 92
Jan. 5; Mar. 31, 1886		.....do	.....	8 16
Jan. 5, 7, 9, 16, 1886		....do		16 74
Mar. 31, 1886		Failure half trip	.....	
Jan. 9, 1886		Failure round trip		17 01
Jan. 2, 5, 12, 15, 19, 1886		Failure half trip	.....	
Mar. 30, 1886		Failure round trip	.....	5 10
Jan. 4, 1886		Failure half trip		
Jan. 11, 25; Feb. 5, 1886		Failure round trip	.....	12 06
Mar. 31, 1886		.....do		
Mar. 30, 1886	Shiloh	Failure to arrive and depart	.....	1 43
Jan. 5; Mar. 30, 1886		Failure half trip	.....	1 68
Jan. 15; Mar. 30, 1886		Failure round trip	.....	1 68
Jan. 2; Mar. 27, 1886		.....do		2 80
Feb. 27, 1886		Failure half trip	.....	
Jan. 4, 1886	Minter	Failure to arrive and depart	.....	2 17
Jan. 1 to Mar. 25, 1886	Reynolds to Panther.	No service 2½ miles	.....	16 25
Jan. 4; Mar. 30, 31, 1886		Failure round trip	.....	4 98
.....do		.....do	.....	5 94

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 13	17395	Cowles' Station to Tallassee ...	Ala ...	J. F. Bowles	$300 00	$0 47
	19397	Shorter's Depot to Dick's Creek.	Ala	W. A. Simmons.....	250 00	80
	17398	Tuskegee to Guerryton	Ala	B. N. Barrow.....	350 00	1 68
	17398	.....do	Ala	.....do	.....	.....
	17403	Columbus to Marreyn.....	Ala	J. J. Campbell.....	400 00	1 28
	17403	.....do	Ala	.....do	.....	.....
	17403	.....do	Ala	.....do	.....	.....
	17406	Choctaw Corner to Wood's Bluff.	Ala	J. M. Fontaine.....	265 00	1 27
	17406	.....do	Ala	.....do	.....	.....
	17407	Choctaw Corner to Lower Peach Tree.	Ala	W. E. Sanderson	250 00	1 20
	17407	.....do	Ala ...	.....do	.....	.....
	17408	Claiborne to Grove Hill.....	Ala	J. W. Portis.....	1,158 00	1 84
	17416	Suggsville to Mount Pleasant..	Ala	.....do	549 00	1 75
	17419	Camden to Uniontown	Ala	J. E. Strother.....	1,595 00	2 54
	17419	.....do	Ala	.....do	.....	.....
	17420	Camden to Shiloh.....	Ala	J. B. Colegrove.....	479 00	65
						1 31
	17420	.....do	Ala	.....do	.....	.....
	17420	.....do	Ala	.....do	.....	.....
	17421	Camden to Allenton.....	Ala	C. C. Morse.....	540 00	86
	17422	Camden to Newtown Academy	Ala	.....do	390 00	1 87
	17422	.....do	Ala	.....do	.....	.....
	17423	Clifton to Lower Peach Tree..	Ala	.....do	490 50	1 57
	17423	.....do	Ala	.....do	.....	97
	17423	.....do	Ala	.....do	.....	.....
	17423	.....do	Ala	.....do	.....	.....
	17424	Pine Apple to Monroeville.....	Ala	.....do	830 00	2 66
	17424	.....do	Ala	.....do	.....	.....
	17434	Greenville to Andalusia.....	Ala	W. F. Hansberger....	1,043 00	3 33
	17434	.....do	Ala	.....do	.....	.....
	17435	Greenville to Rutledge	Ala	J. N. Jones.....	782 00	1 24
	17435	.....do	Ala	.....do	.....	.....
	17435	.....do	Ala	.....do	.....	.....
	17436	Greenville to Pine Apple	Ala	C. C. Morse.....	627 00	2 00
	17436	.....do	Ala	.....do	.....	.....
	17436	.....do	Ala	.....do	.....	.....
	17437	Pigeon Creek to Mount Ida....	Ala	G. D. Moore.....	543 00	1 74
	17437	.....do	Ala	.....do	.....	.....
	17437	.....do	Ala	.....do	.....	.....
	17440	Rutledge to Troy.....	Ala	J. J. Campbell.....	550 00	1 76
	17440	.....do	Ala	.....do	.....	.....
	17443	Rutledge to Elba	Ala	.....do	560 00	1 79
					578 36	1 85
	17443	.....do	Ala	.....do	.....	.....
	17443	.....do	Ala	.....do	.....	.....
	17443	.....do	Ala	.....do	.....	.....
	17443	.....do	Ala	.....do	.....	.....
	17485	Andalusia to Elba	Ala	.....do	325 00	1 56
	17485	.....do	Ala	.....do	.....	.....
	17544	Cave Spring to Cedar Bluff.....	Ala	H. V. Childress.....	324 00	1 03
	17544	.....do	Ala	.....do	.....	.....
	17544	.....do	Ala	.....do	.....	.....
	17545	Dixie to Kingston.....	Ala	C. C. Morse.....	189 00	1 81
	17551	Cullman to Crane Hill.....	Ala	H. Adkins.....	148 00	71
	17551	.....do	Ala	.....do	.....	.....
	17551	.....do	Ala	.....do	.....	.....
	17551	.....do	Ala	.....do	.....	.....
	17553	Fort Payne to Sand Rock.....	Ala	H. V. Childress.....	88 00	84
	17565	Vernon to Montcalm.....	Ala	W. F. Hansberger....	180 00	1 73
	17565	.....do	Ala	.....do	.....	.....
	17568	Lexington to Saint Joseph	Ala	J. B. Newton.....	133 00	42
	17568	.....do	Ala	.....do	.....	.....
	17573	Demopolis to Linden	Ala	R. A. Lawton	583 00	93
	17573	.....do	Ala	.....do	.....	.....
	17579	Ashville to Gadsden.....	Ala	G. C. Brassfield	286 00	1 37
	17560	Steel's Depot to Walnut Grove	Ala	C. C. Morse	183 00	87

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12, 13; Mar. 30, 31		Failure round trip		$3 76
Mar. 29, 31, 1886		do		3 20
Jan. 5, 12, 1886		do		8 40
Jan 8, 1886		Failure half trip		
Jan. 11, 13, 1886	Columbus	Failure to arrive		
Jan. 9, 12, 1886	do	Failure to depart		5 12
Jan. 11, 13, 1886	Marreyn	Failure to arrive and depart		
Jan. 12, 1886		Failure half trip		3 81
Mar. 30, 1886		Failure total		
Jan. 9, 1886		Failure half trip		3 60
Mar. 27, 1886		Failure total		
Mar. 31, 1886		Failure on 20½ miles		2 60
Jan. 11, 13, 15, 1886		Failure on 24 miles		8 68
Mar. 29, 30, 1886		Failure total		17 78
Jan. 8, 9; Feb. 7, 1886		Failure half trip		
Jan. 11, 1886	Camden	Failure to arrive and depart		
do	Clifton	do		2 61
Mar. 31, 1886	Shiloh	do		
Feb. 4; Mar, 30, 1886	Camden	do		1 72
Mar. 31, 1886	do	Failure to arrive		1 87
Mar. 30, 1886	do	Failure to depart		
Jan. 6, 8, 11, 13, 15; Mar. 31, 1886	Clifton	Failure to arrive		
Jan. 7, 9, 12, 14, 16, 1886	do	Failure to depart		10 20
Jan. 16, 1886	Lower Peach Tree	Failure to arrive		
Jan. 11, 1886	do	Failure to depart		
Mar. 31, 1886	Pine Apple	do		2 66
do	Monroeville	Failure to arrive		
Jan. 11; Feb. 24; Mar. 31, 1886	Greenville	Failure to arrive and depart		
Feb. 27; Mar. 18, 1886	Andalusia	Failure to arrive and depart ($1\frac{1}{2}$ pro rata for Feb. 14, 27; March 18, 31, 1886).		19 98
Jan. 4, 25; Mar. 31, 1886		Failure on 19 miles		
Jan. 9, 1886		Failure total		11 62
Jan. 11; Feb. 3; Mar. 30, 1886		Failure half trips		
Mar. 31, 1886	Greenville	Failure to arrive		
Mar. 30, 1886	Pine Apple	do		3 00
Mar. 31, 1886	do	Failure to depart		
Jan. 13, 1886		Failure on 12 miles		
Feb. 8, 1886		Failure on 4 miles		3 88
Feb. 10 to 12, 1886		Failure half trip		
Jan. 9, 1886	Troy	Failure to arrive and depart		
Jan. 6, 8, 13; Mar. 31, 1886	Rutledge	Failure to arrive and depart ($1\frac{1}{2}$ pro rata for Mar. 31, 1886.)		9 24
Jan. 11, Feb. 10; Mar. 5, 15, 31, 1886.	do	Failure to arrive		
Jan. 11; Feb. 10; Mar. 5, 15, 1886.	do	Failure to depart		
Jan. 12, 16; Feb. 3, 26, 1886	Elba	Failure to arrive		18 58
Jan. 12; Feb. 3, 26, 1886	do	Failure to depart		
Mar. 18, 1886		Failure half trip ($1\frac{1}{2}$ pro rata for Feb. 10, 26; Mar. 5, 15, 18, 1886.		
Jan. 19, 1886		Failure half trip		4 34
Jan. 12, 1886		Failure on 25 miles		
Jan. 9; Mar. 30, 1886		Failure on 18½ miles		
Jan. 7, 1886		Failure total		6 80
Jan. 14, 1886	Cave Spring	Failure to arrive and depart		
Jan. 15, 1886		Failure total		3 62
Jan. 9, 16; Mar. 30, 1886		do		
Jan. 23, 1886		Failure on 5 miles	$1 00	4 67
Jan. 2, 1886	Crane Hill	Wet mail		
Jan. 8, 15, 29; Feb. 12; Mar. 12 1886.	Fort Payne	Failure to arrive and depart (2 pro rata).		8 40
Jan. 15; Feb. 5; Mar. 5, 1886	Vernon	Failure to arrive and depart		8 65
Jan. 15; Mar. 12, 1886	Montcalm	do		
Jan. 15, 1886		Failure total		1 34
Mar. 29, 30, 1886		Failure on 3 miles		
Jan. 4, 5, 9; Mar. 29, 30, 31, 1886.		Failure total	1 00	11 16
Feb. 27, 1886	Linden	Wet mail		
Mar. 31, 1886		Failure on 11 miles		1 37
do		Failure on 14½ miles		1 29

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. May 13	17590	Hamilton to Allen's Factory ..	Ala....	Phillips & Allen.....	$307 29	$1 47
	17592	Heflin to Wedowee	Ala....	J. B. Dunston	892 00	1 42
	17594	Round Mountain to Menlo.....	Ala....	G. C. Brassfield	298 98	1 43
	17594	.....do	Ala	.....do	.....	.....
	17594	.....do	Ala....	.....do	.....	.....
	17604	Range to Williams Station....	Ala....	E. A. Ragan	224 00	2 15
	17607	Greenwood to Chumley.....	Ala....	W. Y. Chumley.....	44 00	42
		MAIL-MESSENGER SERVICE.				
	95042	Cherry Valley to railroad.....	Ark ...	J. W. Rooks	25 00	04
	100040	Elwood to railroad.....	Kans ..	S. Roberts.....	72 00	19
		STAR SERVICE.				
	20109	Williamstown to New Eagle Mills.	Ky	J. A. Craft.....	217 00	69
	20109	.....do	Ky	.....do	.....	.....
	20439	Hedges to Stanton	Ky	.....do	446 00	71
	20439	.....do	Ky	.....do	.....	.....
	20470	Commercial Summit to Wild Cat.	Ky	.....do	213 00	68
	20410	.....do	Ky	.....do	.....	.....
	20470	.....do	Ky	.....do	.....	.....
	20470	.....do	Ky	.....do	.....	.....
	24326	Bloomer to Carson City..	Mich ..	J. B. Colegrove.....	69 00	66
	26206	Wood Lake to Granite Falls...	Mich ..	.....do	274 06	1 31
	20206	.....do	Mich ..	.....do	.....	.....
	29403	Willow to Tulip.....	Ark ...	T. I. Hicks.....	324 00 112 70	.....
	31490	Nacogdoches to San Augustine	Tex....	S. G. Cabell	1,171 00	1 86
	31494	San Augustine to Hemphill ...	Tex....	W. H. Horn	974 65	1 55
	31494	.....do	Tex....	.....do	.....	.....
	31494	.....do	Tex....	.....do	.....	.....
		RAILROAD SERVICE.				
	15022	Griffin to Carrollton	Ga.....	S. C. & N. A. Rwy.....	2,632 73	4 20
	15022	.....do	Ga.....	.....do	.....	.....
	15022	.....do	Ga.....	....do	.....	.....
	15034	Gainesville to Social Circle....	Ga.....	G. J. & S. Rwy.....	2,234 54	3 56
	15037	Augusta to Greenwood.....	Ga.....	A. & K. Rwy	3,036 61	4 15
	15037	.....do	Ga.....	.....do	.....	.....
	15042	Atlanta to Coalburg.....	Ga.....	Ga. Pacific Rwy.....	10,276 82	14 07 7 03
	15042	.....do	Ga.....	.....do	.....	.....
	16002	Lake City to River Junction ..	Fla	F. Rwy. & Nav. Co. ..	9,381 81	12 85

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Sept. 15, 18, 22, 25, 29; Oct. 2, 6, 9, 13, 16, 19, 27, 30; Nov. 3, 6, 10, 13, 17, 20, 24, 27; Dec. 1, 4, 8, 11, 15, 18, 22, 25, 28, 1885; Jan. 1, 5, 8, 12, 15, 19, 22, 26, 29; Feb. 15, 1886.	Chalk Bluff	Failure to supply	$15 00	
Jan. 4; Mar. 29, 30, 31, 1886		Failure on 27 miles		$9 89
In Nov. 1885		Failure 2 trips		
Jan. 12, 15; Mar. 30, 1886	Round Mountain	Failure to depart		10 01
Jan. 13, 16; Mar. 31, 1886	do	Failure to arrive		
Jan. 15, 1886		Failure on 10 miles		1 13
Jan. 2, 1886	Chumley	Wet mail (badly)	1 00	
In first quarter, 1886	On the route	Failure 2 trips		08
do	do	do		38
Jan. 9; Mar. 27, 30, 1886		Failure total		4 16
Jan. 16, 1886		Failure on ¼ mile		
Jan. 9, 11, 13, 16, 28; Feb. 3, 5 12, 1886.	Hedges	Failure to arrive and depart		11 36
Jan. 9, 11, 12, 14, 29; Feb. 2, 6, 13, 1886.	Stanton	do		
Jan. 5, 9, 12, 19, 1886		Failure total		
Mar. 30, 1886	Wild Cat	Failure to arrive and depart		8 67
Feb. 4, 13, 1886		Failure on 6 miles		
Mar. 27, 30, 1886		Failure on 9½ miles		
Mar. 1 to 20, 1886		No service		3 83
Jan. 8, 1886		Failure total		3 93
Feb. 26, 1886	Wood Lake	Failure to arrive and depart		
		Whereas the annual pay of the contractor should have been stated at $324 to Jan. 4, 1886, and $112.70 from Jan. 5, 1886, in consideration of an order having been made to curtail the service from Jan. 5, instead of Jan. 1, 1886, and whereas a further sum, in addition to the deduction ordered May 5, 1886, should be deducted in order that the total deduction may be equal to the value of the service lost, therefore deduct		2 34
Mar. 4, 1886		Failure on 13 miles (estimated).		1 34
Mar. 3, 1886		Failure on 18¾ miles		
Mar. 4, 1886		Failure on 22¾ miles		7 44
Mar. 5, 1886		do		
Mar. 30, 1886		Failure round trip		
Feb. 11, 1886	Carrollton	Failure to arrive		12 60
Feb. 12, 1886	do	Failure to depart		
Mar. 30, 31, 1886		Failure round trips		14 24
Feb. 16, 1886	Augusta	Failure to arrive		4 15
Feb. 4, 1886	Greenwood	Failure to depart		
	Atlanta	Failed to connect with depending mails as follows: No. 53, Jan. 6, 10, 13, 15, 18, 19, 20, 21, 24, 27; Mar. 11, 12, 13, 24; No. 55, Jan. 8, 10, 12, 18, 20, 25, 30; Feb. 3, 5, 8, 11, 20, 23; No. 51, Mar. 15, 1886.	98 00	
Mar. 31, 1886		Failure half trip		14 07
Feb. 8, 1886	River Junction	Failure to arrive		6 41

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 13	16008	Astor to Leesburg	Fla	St. J. & L. E. Rwy	$2,316 23	$3 70
	16012	Palatka to Gainesville	Fla	Fla. Southern Rwy	2,596 00	4 14
	16013	Tallahassee to Saint Mark's	Fla	Fla. Rwy. & Nav. Co.	655 16	2 09
	16021	Wahneta to Barlow	Fla	South Florida Rwy	749 40	1 19
	26001	Saint Paul to Missoula	Minn	N. Pacific Rwy	237,224 21	324 96
	26001	do	Minn	do		
	27088	Eldora Junction to Iowa Falls	Minn	C. I. & D. Rwy	918 69	1 46
	27089	Sac City to Kingsley	Minn	C. & N. Rwy	3,146 00	5 02
	27089	do	Minn	do		
	28022	East Saint Louis to Kansas City.	Mo	C. & Alton Rwy	36,963 65	50 63 25 31
	28022	do	Mo	do		
	28029	Hannibal to Gilmore	Mo	St. L. & H. Rwy	6,081 41	9 71
	28029	do	Mo	do		
	28031	Saint Louis to Florisant	Mo	St. L. Cable & W	697 25	1 11
	28031	do	Mo	do		
	28031	do	Mo	do		
	28041	Waytown to Carbon Centre	Mo	K. C., Ft. S. & C. R'y.	1,028 14	164
		Remissions.				
		STAR SERVICE.				
	29368	Rogers to War Eagle	Ark	V. Boreing	505 92	2 45
	13261	Statesville to Yadkin College	N. C	S. D. Castleman	536 00	1 71
	19136	Greensville to Warrensburgh	Tenn	J. L. Cardwell	195 00	62
	19139	Greensville to Caney Branch	Tenn	do	114 00	54
	19205	Maynardsville to Rutledge	Tenn	O. Hubbs	375 00	1 20
	19527	Paris to Como	Tenn	T. M. Coley	212 00	67
	25259	Cataract to Black River Falls	Mo	D. W. Cody	362 02	1 62
		STEAMBOAT SERVICE.				
	16091	Tampa to Key West	Fla	J. D. Emerson	22,565 74	108 48
		Special.				
		RAILROAD SERVICE.				
May 14	15002	Atlanta to Chattanooga	Ga	W. and A. Railway	28,177 26	38 59 12 86

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 9, 1885	Astor	Failure to depart. (Double pro rata.)		$3 70
Feb. 11, 1886	Gainesville	Failure to depart		2 07
Jan. 2, 12, 16, 1886		Failure round trip		12 54
Jan. 26, 28, 1886	Bartow	Failure to arrive		1 19
	Saint Paul	Train No. 2, failed to connect with depending mails Mar. 2, 6, 15, 26, 27, 31, 1886.	$974 00	
Mar. 24, 1886	Missoula	Failure to depart		162 48
Jan. 5, 8, 9, 11, 12, 13, 22, 23, 25, 26, 27, 28, 29, 30; Feb. 1, 2, 1886.		Failure round trip		46 72
Jan. 7, 13, 27, 28; Feb. 1, 1886.		Failure half trip		
Jan. 4, 5, 8, 9, 11, 12, 15, 16, 22, 23, 25, 26, 29, 1886.		Failure round trips		155 62
	East Saint Louis	No. 42 failed to connect with depending mails, Mar. 10, 11, 18, 24, 1886.		
	Kansas City	No. 48 failed to connect with depending mails, Mar. 10, 12, 1886.	76 00	
	Hannibal	Failed to connect with depending mails Jan. 8, 9, 18, 23, 25; Feb. 24, 25; Mar 2, 22, 1886.	43 75	
		Failure one way between Hannibal and Bowling Green, 32.88 miles, Nov. 9, 10, 1885,		7 46
Jan. 8, 9, 1886	Saint Louis	Failure to arrive and depart		
Jan. 8, 1886	Florisant	Failure to depart		3 88
Jan. 9, 1886	....do	Failure to arrive and depart		
Jan. 8; Feb. 2, 1886		Failure round trip		6 56

Remit $8 15 of the deduction noted on report for May 5, 1886, it having been shown that the priceof half a trip should be $1.86 instead of $2.43, making the deduction $12.15.

Remit 7 87 of the deduction noted in report for April 10, 1886, it having been shown that service was fully performed except 16 miles each way January 4, and March 31, 1886; and 4 miles each way January 12, 14, 16, 19, 1886.

Remit 81 21 of the deduction noted in report for April 20, 1886. A revision of the case made April 20, 1886, shows by the register for January, 1886, that the failures for January 5, 12 were but 5 miles each way instead of 14½ miles each way.

Remit 3 16 of the deduction noted in report of April 20, 1886, it having been shown that service was performed within 2 miles of Caney Branch post-office January 5, 12, 19, 15, the carrier being prevented from completing his trips by reason of very high water and ice in the river.

Remit 21 of the deduction noted in report for April 22, 1886, it having been shown that service was performed all but 9 miles each way March 30, 1886.

Remit 10 of the deduction noted in report for May 6, 1886, it having been shown by a revision of the case made May, 1886, that the annual pay is $196 instead of $212. The deduction should be $1.24 instead of $1.34.

Remit 1 26, the deduction noted in report for April 16, 1886, it having been shown that the failure of a half trip January 23 was followed by performance of half trip January 25 in lieu of January 23, 1886.

Remit 54 24 of the deduction noted in report for January 11, 1886, it having been shown by affidavits of Commanders Hall and Winpenny, of the mail steamers, that failures to connect at Tampa Nov. 23, 27, and December 28, 1885, were due to the heavy gales which prevailed on the Gulf at the time.

	Atlanta	Failed to connect with depending mails as follows: Train No. 12, Jan. 3, 8, 10, 11, 12, 13, 22, 27; Feb. 16, 21, .25, ; Mar. 9, 12, 13, 15, 16 ; No 4, Jan. 14; Feb. 9, 14, 26; No. 2, Feb. 4, 23; Mar. 12, 1886	$146 00	

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Special—Continued				
		RAILROAD SERVICE—continued.				
1886.						
May 14	15002	Atlanta to Chattanooga	Ga.....	R. P. O. cars.....	$12,462 30	.....
		STAR SERVICE.				
	8962	Erie to Union City	Pa.....	B. W. Beedy	864 00	$1 38
	8962	.....do	Pa.....	.....do	.....	.....
	8962	.....do	Pa.....	.....do	.....	.....
	8963	Erie to Cambrideborough.....	Pa.....	O. Biggers	394 00	62
	8963	.....do	Pa.....	.....do	.....	.....
	8975	Pineville to New Hope	Pa.....	B. W. Beedy	236 00	37
	8975	..... do	Pa.....	.....do	.....	.....
	8982	West Brownsville to Carmichael's.	Pa.....	B. F. Miles.....	800 00	1 27
	8982	.....do	Pa.....	.....do	.....	.....
	8982	.....do	Pa.....	.....do	.....	.....
	8982	.....do	Pa.....	.....do	.....	.....
	8982	.....do	Pa.....	.....do	.....	.....
	8989	Stoops to Moon	Pa.....	W. F. Bingham.....	268 00	42
	9013	New Mayville to Dayton.....	Pa.....	S. S. Caldwell.....	499 00	79
	9013	.....do	Pa.....	.....do	.....	.....
	9016	Boyers to Witherup.....	Pa.....	B. W. Beedy.....	494 00	78
	9020	Curwinsville to Du Bois.....	Pa.....	J. A. McIntire	445 00	71
	9029	Breadsville to Lahaska	Pa.....	W. Stackhouse.....	425 00	67
	9032	Orbisonia to Fannettsburgh....	Pa.....	H. W. Jones	591 00	94
	9032	.....do	Pa.....	.....do	.....	.....
	9034	Roxbury to Dry Run.....	Pa.....	J. L. Jones.....	246 00	78
	9034	.....do	Pa.....	.....do	.....	.....
	9034	.....do	Pa.....	.....do	.....	.....
	9035	New Bloomfield to New Germantown.	Pa.....	J. A. Rice & Z. T. Rice	494 00	78
	9035	..... do	Pa.....	.....do	.....	.....
	9037	Reed's Gap to Valley Point....	Pa	C. M. Oppel	350 00	1 12
	9037	... do	Pa.....	.....do	.....	.....
	9063	Blair's Corners to Emlenton ...	Pa	J. A. Craft	399 00	63
	9074	Imperial to Murdocksville.....	Pa.....	M. T. Craft.....	290 00	46
	9076	Pittsburgh to Library.....	Pa.....	C. W. Underwood	500 00	79
	9076	.....do	Pa.....	.....do	.....	.....
	9084	Albion to Tracy	Pa.....	.....do	260 00	41
	9085	North East to Greenfield.....	Pa.....	.....do	190 00	60
	9085	.....do	Pa.....	.....do	.....	.....
	9085	.....do	Pa.....	.....do	.....	.....
	9096	Picture Rocks to Forksville...	Pa.....	.....do	990 00	1 58
	9096	.....do	Pa.....	.....do	.....	.....
	9102	Titusville to Wallaceville.....	Pa.....	.....do	475 00	75
	9105	Forkstone to Bellasylva	Pa.....	M. J. Craft.....	129 00	62
	9105	.....do	Pa.....	.....do	.....	.....
	9106	Stewartstown to Winterstown.	Pa.....	W. W. Herbst.....	364 57	58
	9106	.....do	Pa.....	.....do	.....	.....
	9106	.....do	Pa.....	.....do	.....	.....
	9106	.....do	Pa.....	.....do	.....	.....
	9106	.....do	Pa.....	.....do	.....	.....
	9106	.....do	Pa.....	.....do	.....	.....
	9106	.....do	Pa.....	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	Atlanta.....	Failed to run R. P. O. cars as follows: Train No. 4, between Chattanooga and Atlanta, Feb. 23; Graysville and Atlanta (120.47 miles), Mar. 12; Atlanta and Chattanooga, Mar. 30; Kingston and Chattanooga (80 miles), Mar. 31; No. 3, between Dalton and Chattanooga (40 miles), Mar. 30; No. 1, Adairsville and Chattanooga (70 miles), Mar. 30, 31; and between Chattanooga and Atlanta, Mar. 30; No. 12, Chattanooga and Atlanta, Mar. 29, 30, 31; No. 11, between Atlanta and Chattanooga, Mar. 29, 30, 31; and No. 3, between Atlanta and Chattanooga, Mar. 31, 1886.	.....	$75 41
Jan. 11, 1886.....	.....	Failure total.....		
Jan. 12, 1886.....	.....	Failure on 18 miles.....	.....	5 62
Mar. 23, 1886	.....	Failure on 18 miles one way..		
Jan. 11, 1886.....	.....	Failure on 18 miles.....		
Jan. 12, 13, 1886.....	.....	Failure on 18 miles one way...	.....	1 78
Feb. 4, 1886.....	.....	Fainre total		
Feb. 11, 1886.....	.....	Failure on 4½ miles	.....	1 21
Jan. 11, 1866.....	Carmichael's.....	Failure to arrive and depart..		
Jan. 12, 1886	....do	Failure to arrive.....	.....	4 44
Jan. 11, 1886.....	West Brownsville	Failure to arrive and depart ..		
Jan. 12, 1886.....	....do	Failure to depart		
Jan. 13, 1886	... do	Failure to arrive		
Jan. 2, 4, 1886.....	.....	Failure total	.....	1 68
Jan. 11, 12, 1886.....	.....	Failure to perform service ...		
Jan. 18, 1886.....	Dayton	Mail delivered by unsworn carrier.	$1 00	3 16
Jan. 9. 11, 1886.....	....	Failure to perform service....	.....	3 12
Jan, 11, 12, 1886.....	.....	.....do	.....	2 84
Feb. 4, 5, 6, 11; Mar. 31	Lahaska	Failure to arrive and depart..	.....	3 35
Jan. 11, 12, 1886.....	.....	Failure to perform service....	.....	5 01
Jan. 4, 1886.....	.....	Failure on 12 miles.....		
Jan. 5, 1886.....	.....	Failure on 5 miles		
Jar. 9, 1886.....	.....	Failure on 7 miles	.....	1 89
Jan. 12, 1886.....	.....	Failure on 5 miles		
Jan. 11, 1886.....	.....	Failure to perform service....	.....	2 63
Jan. 4, 1886.....	.....	Failure on 15½ miles		
Jan. 11, 1886	.....	Failure on 10 miles	.....	2 03
Jan. 13, 1886.....	.....	Failure on 5 miles		
Jan. 9, 11, 12, 1886.....	.....	Failure to perform service....	.....	3 78
Jan. 9, 11, 1886.....	.....	Failure to perform service....	.....	1 84
Mar. 11, 1886	.....	.....do	.....	4 42
Jan. 11, 13, 14, 1886	.....	Failure on 9 miles		
Jan. 11; Feb. 13, 1886.....	....	Failure on 5 miles	.....	1 09
Jan. 16, 1886	North East	Failure to arrive and depart..		
Jan 12, 1886	Greenfield	Failure to arrive.....	.....	1 50
Feb. 16, 1886.....	....do	Failure to arrive and depart ..		
Jan. 6, 1886	Picture Rocks....	.....do	.....	4 74
Jan. 5; Feb. 6, 1886.....	Forksville	.....do		
Jan. 9, 11; Mar. 26, 1886.....	.....	Failure to perform service ...	.....	4 50
Jan. 4, 9, 18, 1886	.....	.....do	.....	4 34
Jan. 6, 1886	Bellasylva	Failure to arrive and depart..		
Jan. 11, 1886	.....	Failure total.....		
Jan. 12; Feb. 5, 1886	Stewartstown	Failure to depart		
Jan. 13; Feb. 6, 1886.....	....do	Failure to arrive.....		
Jan. 12; Feb. 5, 1886.....	Winterstown	.....do	2 00	4 13
Jan. 13; Feb. 6, 1886.....	....do	Failure to depart.....		
Jan. 9; 1886	.....	Failure on 4 miles		
Jan. 4; Feb. 11, 1886.....	Winterstown	Wet mail		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 14	9110	Quarryville to Fulton House ..	Pa.....	J. L. Jones.....	$410 08	$0 65
	9114	Mechanicsburgh to Lewisburgh	Pa.....	A. C. Divinney	332 00	53
	9114	.....do	Pa.....	.....do	.....	.....
	9114	.....do	Pa.....	.....do	.....	.....
	9114	.....do	Pa.....	.....do	.....	.....
	9114	.....do	Pa.....	.....do	.....	.....
	9115	Etters to Lewisberry.....	Pa.....	H. Eppley	209 00	33
	9115	.....do	Pa.....	.....do	.....	.....
	9115	.....do	Pa.....	.....do	.....	.....
	10239	Rockville to Dawsonville.....	Md	J. D. Smith.....	336 00	58
	10241	Sellman to Hyattstown.....	Md	L. E. Cecil.....	274 00	04
	10241	.....do	Md	.....do	.....	35
	10241	.....do	Md	.....do	.....	.....
	10244	Hunting Hill to Seneca	Md	W. H. Smith.....	248 00	39
	10244	.....do	Md	.....do	.....	.....
	10244	.....do	Md	.....do	.....	.....
	10246	Dickerson to Edwards' Ferry.	Md	D. H. Pugh.....	316 00	50
	10246	.....do	Md	.....do	.....	.....
	10255	Sligo to Spencerville.....	Md	William Marlow.....	399 00	63
	10255	.....do	Md	.....do	.....	.....
	10255	.....do	Md	.....do	.....	.....
	10255	.....do	Md	.....do	.....	.....
	10259	Anacostia to Upper Marlborough.	Md	W. H. Smith.....	520 00	83
	10259	.....do	Md	.....do	.....	.....
	10261	Westminster to Littlestown ...	Md	.....do	418 00	66
	10264	Westminster to Westminster..	Md	W. H. Lockard	324 19	51
	10264	.....do	Md	.....do	.....	.....
	10264	.....do	Md	.....do	.....	.....
	10264	..do	Md	.....do	.....	.....
	10267	Woodbine to Daisy	Md	J. E. Peddicord.....	272 00	43
	10276	Hood's Mills to Brookeville	Md	B. W. Beedy	598 00	95
	10277	Frederick to Ellenton	Md	W. E. Shieldknicht ..	367 00	58
	10278	Frederick to Hagerstown.....	Md	W. H. Smith	1,002 00	45
	10278	.....do	Md	.....do	.....	.....
	10286	Knoxville to Petersville	Md	A. Merryman.....	135 00	21
	10289	Wolfsville to Smithsburgh.....	Md	J. D. Wolf.....	263 00	42
	10289	do	Md	.....do	.....	.....
	10299	Reiffs to Hagerstown	Md	W. H. Smith	339 00	54
	10303	Grantsville to Rittinger	Md	J. D. Smith.....	182 77	87
	10304	Grantsville to Elk Lick.....	Md	W. H. Smith	230 00	36
	10304	.....do	Md	.....do	.....	.....
	10305	Frostburg to Accident.....	Md	.....do	830 00	1 32
	10305	.....do	Md	.....do	.....	.....
	10310	Oakland to Addison	Md	R. H. McCleane, jr....	497 00	1 59
	10310	.....do	Md	.....do	.....	.....
	10310	.....do	Md	.....do	.....	.....
	10310	.....do	Md	.....do	.....	.....
	10319	Tighlman to Saint Michael's...	Md	T. P. Cummings.....	333 00	53
	10319	.....do	Md	.....do	.....	.....
	10319	.....do	Md	.....do	.....	.....
	10319	.....do	Md	.....do	.....	.....
	10321	Easton to Saint Michael's.....	Md	J. D. Smith.....	300 00	47
	15178	Calhoun to Carters	Ga.....	S. D. Castleman	243 33	1 16
	15178	.....do	Ga	.....do	.....	.....
	17446	Troy to Newton	Ala ...	J. N. Sansberry	1,489 00	2 37
	17446	.....do	Ala ...	.....do	.....	.....
	17449	Troy to Louisville	Ala	A. L. Metcalf.....	539 50	1 72
	17449	.....do	Ala	.....do	.....	.....
	17450	Troy to Elba	Ala	C. M. Cox	994 00	1 58
	17453	Midway to Indian Creek	Ala	I. Smith	209 00	66
	17486	Lake View to Geneva	Ala	W. D. McKinnan.....	284 00	1 36
	17486	.....do	Ala	.....do	.....	.....
	17491	Newton to Geneva.....	Ala	.....do	290 00	1 39
	17492	Ozark to Geneva	Ala	J. N. Sansberry	549 00	1 75
	17492	.....do	Ala	.....do	.....	.....
	17493	Ozark to Clopton.....	Ala	J. R. Ard.....	198 00	95
		RAILROAD SERVICE.				
	6130	Buffalo to Ashford Junction ...	N. Y...	R. & P. Rwy.....	2,865 13	4 57

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 11; Feb. 4, 11, 1886	....	Failure to perform more than half trip each.	.....	$2 60
Jan. 13, 1886	Mechanicsburgh	Failure to arrive	.....	
Jan. 12, 1886	Lewisburgh	Failure to depart	.....	
Jan. 13, 1886	....do	Failure to arrive	.....	2 12
Jan. 9, 1886	.....	Failure on 11¾ miles	.....	
.....do	.....	Failure on 8¾ miles	.....	
Jan. 9, 11, 1886	Etters	Failure to arrive	.....	
Jan. 11, 1886	....do	Failure to depart	.....	1 15
Jan. 9, 11, 1886	Lewisberry	Failure to arrive and depart	.....	
Feb. 4, 1886	.....	Failure round trip	.....	1 16
Jan. 11, 1886	.....	Failure total	.....	
Mar. 22, 1886	6 t. a. w. service	Failure on 8¾ miles	$1 00	1 56
Mar. 31, 1886	Barnesville	Mail received very wet		
Feb. 4, 6, 1886	.....	Failure round trip	.....	
Jan. 4, 1886	.....	Failure on 4 miles	.....	2 39
Jan. 9; Feb. 5, 1886	.....	Failure to connect	.....	
Jan. 4; Feb. 4 5, 1886	.....	Failure on 2½ miles	.....	
Jan. 11, 1886	.....	Failure on 5 miles	.....	1 25
Jan. 9; Feb. 5, 1886	.....	Failure half trips	.....	
Jan. 11, 1886	.....	Failure on 11¼ miles	.....	
Jan. 12, 1886	.....	Failure on 8 miles	.....	3 16
Feb. 4, 1886	.....	Failure on 2¼ miles	.....	
Feb. 4, 5, 6, 1886	.....	Failure round trips	.....	
Feb. 11, 1886	.....	Failure half trip	.....	5 81
Jan. 11, 1886	.....	Failure on 13 miles and back	.....	1 14
Jan 11; Feb. 5, 1886	.....	Failure round trips	.....	
Jan. 9, 1886	.....	Failure on 9 miles	.....	
Jan. 12, 1886	.....	Failure on 13 miles	.....	4 39
Feb. 4, 1886	.....	Failure on 15 miles	.....	
Jan. 11, 14; Feb. 4, 1886	.....	Failure round trips	.....	2 58
Mar. 31, 1886	.....	Mail wet and damaged	1 00	.....
Jan. 11; Feb. 4, 1886	.....	Failure round trip	.....	2 32
Feb. 5, 1886	12 t. a. w. service	Failure on 8 miles	.....	2 96
Feb. 9, 11, 1886	.....	Failure 1 trip each date	.....	
Jan. 11; Feb. 4, 5, 1886	.....	Failure round trips	.....	1 26
Jan. 13, 14, 15, 16; Feb. 6, 9, 1886.	Foxville	Failure to supply both ways	2 00	.....
Feb. 5, 1886	....do	Failure to supply one way		
Jan. 11, 1886	.....	Failure round trip	.....	1 08
Jan. 9, 1886	.....	.....do	.....	1 74
Jan. 9; Feb. 26, 1886	.....	Failure round trips	.....	2 16
Jan. 11, 12, 1886	.....	Failure half trips	.....	
Jan. 11, 1886	.....	Failure round trip	.....	4 85
Feb. 20, 1886	.....	Failure on 23½ miles	.....	
Jan. 11, 1886	Oakland	Failure to arrive	.....	
Jan. 14, 1886	... do	Failure to depart	.....	3 97
Jan. 9, 12, 1886	Addison	Failure to arrive	.....	
Jan. 14, 1886	... do	Failure to depart	.....	
Feb. 5, 1886	.....	Failure round trip	.....	
Feb. 4, 1886	.....	Failure on 14 miles	.....	
Feb. 6, 1886	.....	Failure on 6 miles	.....	3 07
Feb. 11, 1886	.....	Failure on 7½ miles	.....	
Feb. 4, 5, 1886	.....	Failure round trip	.....	1 88
Mar. 31, 1886	.....	.....do	.....	
Jan. 6, 13, 1886	.....	Failure on 15 miles	.....	1 74
Jan. 9, 1886	.....	Failure on 33¼ miles	.....	
Jan. 11, 1886	.....	Failure half trip (1¼ pro rata)	.....	7 31
Jan. 4, 6, 1886	.....	Failure on 22½ miles	.....	
Mar. 31, 1886	.....	Failure on 20½ miles	.....	6 52
Mar. 1, 1886	Elba	Failure to arrive and depart	.....	1 58
Dec. 9, 1885; Jan. 11, 1886	.....	Failure half trips	.....	1 32
Mar. 31, 1886	Geneva	Failure to arrive	.....	
Mar. 30, 1886	....do	Failure to depart	.....	1 36
Jan. 26, 27, 1886	.....	Failure total	.....	2 78
Mar. 1, 1886	Geneva	Failure to arrive	.....	
Mar. 2, 1886	.....	Failure to depart (1½ pro rata)	.....	2 62
Jan. 4, 1886	.....	Failure on 12 miles	.....	1 26
Mar. 22, 1886	**Buffalo**	No. 12 failed to connect	1 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 14	17001	Montgomery to West Point....	Ala....	Western Rwy. of Ala.	$16,437 66	$22 51
				R. P. O. cars	4,310 50	.....
	17001	.....do	Ala....	.....do	.....	.....
	17001	.....do	Ala....	.....do	.....	.....
	17007	Opelika to Columbus	Ala....	C. & W. Rwy	2,297 72	3 67
	17008	Columbus to Troy.....	Ala....	M. & C. Rwy.....	5,056 30	6 92
	17009	Selma to Meridian.....	Ala....	E. T. V. & G. Rwy...	8,204 71	11 23
	17009	.....do	Ala....	.....do	.....	.....
	17010	Selma to Cleveland	Ala....	.....do	24,779 61	39 58
	17010	.....do	Ala....	.....do	.....	.....
	17010	.....do	Ala....	.....do	.....	.....
	17010	.....do	Ala....	.....do	.....	.....
	17010	.....do	Ala....	.....do	.....	.....
	17016	Opelika to Goodwater	Ala....	C. & W. Rwy.....	2,674 26	4 27
	17016	.....do	Ala....	.....do	.....	.....
	17016	.....do	Ala....	.....do	.....	.....
	17029	Anniston to Sycamore	Ala....	A. & A. Rwy.....	1,945 98	3 10
	28045	Cape Girardeau to Wappapello	Mo	C. G. & S. W. Rwy...	2,268 10	.....
	28051	Bird's Point to Texarkana.....	Mo	Tex. & St. L. Rwy....	27,590 25	37 79
	28051	.....do	Mo	.....do	.....	.....
	28051	.....do	Mo	.....do	.....	.....
	29001	Memphis to Little.....	Mo	.....	.....	.....
	29001	Memphis to Little Rock	Ark ...	M. & L. Rwy.....	15,144 30	10 37 20 74
	29003	Little Rock to Fort Smith....	Ark ...	L. R. & F. S. Rwy....	12,233 70	.....
		STAR SERVICE.				
May 15	8398	Benton to Laporte	Pa	S. Keefer	265 00	84
	8804	Costello to Sinnamahoning.....	Pa	E. H. Thompson.....	313 00	1 00
	34361	Ainsworth to Brewer	Nebr...	H. C. Slavins	702 68	3 37
	8810	West Bingham to Westfield....	Pa	C. W. Underwood.....	800 00	1 27
	8820	Westport to Kittle Creek.....	Pa	E. H. Thompson	528 00	1 69
	8817	Lock Haven to Sugar Valley ..	Pa	H. I. Barnes	440 00	70
	8817	.....do	Pa	.....do	.....	.....
	8837	Curwensville to Grant.....	Pa	C. W. Underwood.....	1,150 00	1 82
	8838	Curwensville to Ansonville....	Pa	J. S. McNeel	320 00	51
	8839	Houtzdale to Ansonville.....	Pa	.....do	370 00	59
	8839	.....do	Pa	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 29, 30, 31, 1886	Montgomery	Failure to arrive and depart		
Mar. 29, 1886	West Point	Failure to depart	.....	$123 80
Mar. 30, 31, 1886	....do	Failure to arrive and depart		
		Failed to run R. P. O. cars as follows: (One way) March 29, 30, 31, over the route, No. 50 and 52; Nos. 51 and 53, one way over the route, March 30, 31, and No. 51, one way, between Cusseta and West Point (10.57 miles), March 29, 1886	.....	29 88
Mar. 31, 1886	.....	Failure round trip	.....	7 34
.....do	Columbus	Failure to arrive and depart	.....	6 92
Mar. 29, 1886	.....	Failure half trip	.....	56 15
Mar. 30, 31, 1886	.....	Failure round trip		
Mar. 29, 1886	Selma	Failure to arrive		
Mar. 30, 31, 1886	....do	Failure to arrive and depart		
Jan. 3, 1886	Cleveland	Failure to depart	.....	435 38
Jan. 14, 18, 1886	....do	Failure to arrive		
Jan. 19, 20, 21, 22, 23; Mar. 30, 31,, 1886.	....do	Failure to arrive and depart		
Mar. 29, 30, 31, 1886	Opelika	.....do		
Mar. 29, 1886	Goodwater	Failure to arrive	.....	23 48
Mar. 30, 31, 1886	....do	Failure to arrive and depart		
Mar. 29, 30, 31, 1886	.....	Failure round trip	.....	18 60
.....	.....	Failed both ways between Puxico and Wappapello (7.09 miles) March 3, and both ways between Brownwood and Wappapello (21.17 miles), March 26, 1886.	.....	3 94
Feb. 3, 13, 1886	Bird's Point	Failure to arrive and depart		
Feb. 4, 1886	....do	Failure to depart	.....	94 47
.....	Texarkana	Failed to connect with depending mails February 4, 5, 11; March 9, 30, 1886; for late arrival at Bird's Point, Mo., causing failures to connect with out-going mails at Cairo, Ill., January 6, 10, 22, 23, 24, 26, 27, 31; February 1, 6, 14, 15, 16; March 5, 9, 10, 1886.	$397 00	.....
.....	.....	.....	.....	.....
.....	Memphis	Failed to connect with depending mails, as follows: Train No. 2, Jan. 13, 18: Feb. 5, 6, 8, 19, 24, 26; Mar. 4, 10, and No. 4, March 15, 1886.	98 50	.....
.....	.....	For refusing to slacken the speed of trains and exchange mails with the post-office at Montana, Ark.	100 00	.....
.....	.....	A revision of the case dated May 7, 1886, shows that the deduction should be $4.80 instead of $4.63, therefore deduct	.....	17
Jan. 6, 8, 1886	Sinnamahoning	Failure to arrive and depart	.....	2 00
.....	.....	A revision of the case dated May 12, 1886, shows that the deduction should have been $3.37 instead of $2.92, therefore deduct	.....	45
Jan. 9, 1886	W. Bingham	Failure to arrive and depart	.....	1 27
Jan. 6, 1886	.....	Failure round trip	.....	3 38
Jan. 5, 6, 1886	Lock Haven	Failure to arrive and depart		
Jan. 6, 1886	Sugar Valley	.....do	.....	2 10
Jan. 11, 1886	Grant	.....do	.....	1 82
.....do	.....	Failure round trip	.....	1 02
.....do	.....	.....do	.....	2 12
Jan. 12, 1886	.....	Failure on 12 miles		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886. May 15	8840	Curwensville to New Washington.	Pa	H. J. Barnes	$540 00	$0 86
	8840	do	Pa	do		87
	8853	Punxsutawney to New Mayville	Pa	Wm. M. Steer	549 00	
	8853	do	Pa	do		
	8853	do	Pa	do		
	8854	Punxsutawney to Cush	Pa	E. Barry	249 00	79
	8861	New Bethlehem to Mahoning	Pa	C. W. Underwood	790 00	1 26
	8861	do	Pa	do		
	8866	Clarion to West Millville	Pa	Z. T. Rice	560 00	89
	8866	do	Pa	do		
	8867	Shippensville to South Oil City	Pa	B. W. Beedy	783 00	1 25
	8867	do	Pa	do		
	8867	do	Pa	do		
	8872	Sugar Valley to Coburn	Pa	H. J. Barnes	540 00	86
	8872	do	Pa	do		
	8875	Ridgeway to Clarington	Pa	P. Heasly	543 00	1 74
	8896	Emlenton to Emlenton	Pa	J. Persing	560 00	79
	17129	Stevenson to Big Coon	Ala	S. Summers	100 00	48
	17193	Morris to Village Springs	Ala	E. A. Ragan	144 00	69
	31472	Marshall to Carthage	Tex	B. Magoffin	1,120 00	1 78
	31472	do	Tex	do		
	31472	do	Tex	do		
	31472	do	Tex	do		
	31472	do	Tex	do		
		STEAMBOAT SERVICE.				
	10088	Baltimore to Saulsbury	Md	Md. S. B. Co	900 00	3 24 3 24
	10088	do	Md	do		
	10088	do	Md	do		
	10093	Baltimore to Queenstown	Md	C. R. S. B. Co	350 00	1 12
	10093	do	Md	do		
	10093	do	Md	do		
	10093	do	Md	do		
	10095	Baltimore to Crisfield to Wilson's Wharf.	Md	E. S. Thompson	4,200 00	6 23 6 70 6 24 6 71
	10096	Baltimore to Saint Michael's	Md	H. C. Dodson	936 00	3 00
	10098	Baltimore to Benedict	Md	H. Williams	1,800 00	8 64
	10099	Baltimore to Freeport	Md	Md. S. B. Co	1,800 00	8 64
	10100	Baltimore to Cambridge	Md	Choptank S. B. Co	1,470 00	2 34
		RAILROAD SERVICE.				
	6108	Attica to Cuba	N. Y	T. Valley & Co	2,566 71	
	6131	Farmersville to Kaaterskill	N. Y.	Kaaterskill Co	316 35	
	8030	Harrisburg to Martinsburgh	Pa	C. Valley Rwy	11,924 21	19 04 6 34
	8094	Oxford to Peter's Creek	Pa	Peach Bottom Co	817 38	1 30
	21048	Morgan Junction to Cumberland.	Pa	C. W. and N. Y	756 67	1 20 60

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 11, 1886	Curwensville	Failure round trip	.....	$2 87
Jan. 12, 1886	.....	Failure on 12 miles		
Jan. 5, 11; Feb. 13, 1886	Punxsutawney	Failure to arrive	.....	3 91
Jan. 12; Feb. 13, 1886	do	Failure to depart		
Jan. 5; Feb. 13, 1886	New Mayville	Failure to arrive and depart		
Jan. 11, 13, 1886	.....	Failure round trip	.....	3 16
Jan. 11, 1886	New Bethlehem	Failure to arrive and depart	.....	5 04
Jan. 11, 12, 13, 1886	Mahoning	do		
Jan. 9, 1886	Clarion	do	.....	1 78
Jan. 11, 1886	West Millville	do		
Jan. 9, 1886	Shippensville	do	.....	3 13
do	South Oil City	do		
Jan. 11, 1886	do	Failure to arrive		
Jan. 9, 11, 12, 1886	Sugar Valley	Failure to arrive	.....	1 72
Jan. 11, 1886	do	Failure to depart		
Jan. 6, 1886	.....	Failure on 18 miles	.....	2 16
Jan. 4, 11, 12, 13; Feb. 13, 26; Mar. 31, 1886.	.....	Failure total	.....	11 06
Jan. 9; Mar. 27, 1886	.....	Failure round trip	.....	1 92
Jan. 15; Mar. 30, 1886	.....	do	.....	2 76
Feb. 10; Mar. 27, 1886	.....	Failure on 2 miles		
Feb. 11, 12, 1886	.....	Failure on 11½ miles		
Feb. 27, 1886	.....	Failure on 30 miles	.....	10 23
Mar. 1, 5, 1886	.....	Failure on 10½ miles		
Mar. 4, 1886	.....	Failure on 14 miles		
Jan., 1886	.....	Failure 2 round trips	.....	28 16
Feb., 1886	.....	Failure 1 round trip		
Mar., 1886	.....	Failure 1½ round trips		
Jan., 1886	.....	Failure 9 trips	.....	45 36
Feb., 1886	.....	Failure 7¾ trips		
Mar. 3, 1886	.....	Failure 3½ trips		
.....	.....	Failure to perform service between Baltimore and Crisfield (115 miles two times a week service), Jan., 5½ trips; Feb., 2¾ trips, and between Crisfield and Wilson's Wharf (123½ miles, one time a week service), January, 3 trips; February, 2 trips.	.....	170 06
.....	.....	Failure to perform service, January, 9 trips; February, 9¼ trips; March, 2½ trips.	.....	130 50
.....	.....	Failure to perform service, January, 6¼ trips; February, 4¾ trips; March, 1¾ trips.	.....	220 32
.....	.....	Failure to perform service, January, 1886, 6 trips; February, 1886, 6 trips; March, 1886, quarter trip; December, 1885, half trip.	.....	220 32
.....	.....	Failure to perform service, January, 17½ trips; February, 19¾ trips; March, 15½ trips.	.....	246 87
In first quarter, 1886	.....	No service performed	.....	641 68
do	.....	do	.....	79 09
.....	Harrisburg	The following trains failed to connect with depending mails: No. 6, Jan. 5, 6, 14, 18, 29; Feb. 6, 11, 12, 13, 24, 25, 27; No. 4, Feb. 5, 1886.	$41 00	.....
.....	.....	Failure round trip Jan. 9, 11; Feb. 4, 5; Mar. 2, and half trip Jan. 12; Feb. 11, 12; Mar. 13, 1886.	.....	18 20
.....	.....	Train No. 3 failed to connect with depending mails Jan. 14; Feb. 3, 11, 18, 24, 27, 1886.	2 00	.....

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 15	29009	Nashville to Hope	Ark	Ark. and L. Rwy	$1,309 04	$2 09
	29009	do	Ark			
	29009	do	Ark			
	29009	do	Ark			
	29016	Varner to Cummins	Ark	V. Branch Rwy	225 72	36
	29016	do	Ark			
	29016	do	Ark			
	30006	Clinton to Port Hudson	La	L. N. O. and T. Rwy	933 23	
		Remissions.				
		STAR SERVICE.				
	2272	Montgomery Centre to Eden	Me	B. W. Beedy	170 00	81
	11281	Grafton to Oriana Station	Va	G. W. Chambers	213 99	34
	16210	Lake Worth to Biscayne	Fla	H. O. Roop	489 00	4 70
	17484	Andalusia to Green Bay	Ala	T. L. Sellers	239 00	76
		STAR SERVICE.				
May 17	8665	Schellsburgh to Forward	Pa	B. W. Beedy	230 00	1 10
	8722	Kelly's Station to Cochran's Mills.	Pa	Z. T. McKee	150 00 300 00 341 67	48 54
	10214	Saint Leonard's to Solomon's	Pa	C. C. Frazier	239 00	68
	10176	Church Creek to Bishop's Head	Pa	A. R. Jones	496 00	1 58
	11400	Farmville to Stony Point Mills	Va	Wm. A. Chillis	195 00	62
	12374	Miller's Camp Branch to Racine.	W. Va	L. Williams	223 00	2 14
	12374	do	W. Va	do		
	12374	do	W. Va	do		
	12374	do	W. Va	do		
	12374	do	W. Va	do		
	12421	Pocahontas to Riverside; Bramwell to Spanishburg.	W. Va	V. Boreing	129 00 272 33	41 87
	14287	Plum Branch to Kirksey's	S. C	E. A. Ragan	394 00	1 26
	19528	Paris to Boydsville	Tenn	W. B. Catching	227 00	1 09
	28263	Excelsior to Springs to Liberty to Vibbard.	Mo	J. A. Craft	459 00 631 13	73 1 00
	28263	do	Mo	do		
	28263	do	Mo	do		
	33442	Jetmore to Kinsley	Kans	W. A. Stoddard	635 25	2 03
	33442	do	Kans	do		
	33442	do	Kans	do		
	33442	do	Kans	do		
	33527	Bennington to Miltonvale	Kans	H. C. Slavens	446 67	2 14
	35527	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 8, 1886	Nashville	Failure to arrive and depart		
do	Hope	do		
Jan. 9, 1886	do	Failure to arrive		
		For failure to provide facilities for working the mail, and for refusing to allow railway postal clerk to ride in apartment car from Feb. 1 to 10, 1886, inclusive.	$10 00	$5 22
Jan 2, 7, 9; Mar. 31, 1886	Varner	Failure to depart		
Jan. 8, 1886	do	Failure to arrive and depart	.....	1 62
Jan. 2; Mar. 31; Jan. 8, 1886	Cummins	Failure to arrive		
		Only three times a week service performed between Ethel and Port Hudson (13.83 miles) during quarter.	.....	73 90

Remit $1 62, the deduction noted in report for April 27, 1886, it having been shown that the trip of February 27 was March 1, 1886, and that a severe snow-storm blocking the roads, prevented the carrier from making his regular trip.

Remit 1 00, the fine noted in report for April 7, 1886, it having been shown by late evidence that the mail was not wet by the carelessness of the carrier.

Remit 7 39 of the deduction noted in report for January 12, 1886, it having been shown that the distance lost on trip for week ended October 10, 1885, was not more than 15 miles both ways.

Remit 26 of the deduction noted in report for May 12, 1886, it having been shown that the deduction should be $2.32 instead of $2.58, and that the difference should be remitted.

		A review of the case, dated May 12, 1886, shows that the deduction should be $2.20 instead of $1.98, therefore deduct	.....	$0 22
		A revision of the case, dated May 12, 1886, shows that the deduction should be $2.04 instead of $1.92, therefore deduct	.....	12
		A revision of the case, dated May 11, 1886, shows that the deduction should be $4.08 instead of $1.32, therefore deduct	.....	2 76
		A review of the case, dated May 11, 1886, shows that the deduction should be $6.32 instead of $3.60, therefore deduct	.....	2 72
Feb. 13; Mar. 30, 1886		Failure total	.....	2 48
Jan 7, 1886		Failure on 2 miles		
Jan 14; Feb. 2, 1886		Failure on 18 miles		
Jan. 21, 1886		Failure on 22 miles	.....	8 56
Feb 9, 1886		Failure on 6 miles		
Mar. 30, 1886		Failure on 26 miles		
Mar. 20, 27, 1886	Spanishburgh	Failure to arrive and depart (1¼ pro rata).	.....	2 17
Mar. 30, 1886		Failure round trip	.....	2 52
Jan. 9, 16, 23; Feb. 6, 1886		Failure on 5¾ miles	.....	2 41
Jan 7, 1886		Failure to perform service		
Mar. 4, 1886		Failure half trips	.....	17 75
Jan. 18 to Feb. 18, 1886	Excelsior Springs to Vibbard.	No service performed		
Jan. 4, 8, 11, 1886	Jetmore	Failure to arrive		
Jan. 5, 9, 12, 1886	do	Failure to depart		
Jan. 5, 7, 12; Feb. 4, 1886	Kinsley	Failure to arrive	.....	14 21
Jan. 4, 8, 11; Feb. 3, 1886	do	Failure to depart		
Jan. 5, 6, 8, 9, 12, 13, 1886		Failure total	.....	14 98
Feb. 26, 1886		Failure half trip		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1866. May 17	18001	New Orleans to Cairo.....	Miss...	Illinois Central R. P. O. cars.	$88,535 59 16,524 00	$121 28
	18001	.....do	Miss...	.....do	.....	.....
	18002	Memphis to Grenada	Miss...	M. & T. Ry.....	7,993 07	10 90
	31012	Houston to Orange.....	Tex....	T. & N. O. Ry	12,626 62	17 29
	31003	Houston to Denison	Tex....	H. & T. C. Ry	53,575 56	73 39 36 69
	31019	Indianola to Cuero.....	Tex....	G. W. T. & P. Ry.....	2,853 13	.....
	31025	Texarkana to Gatesville	Tex....	T. & St. L. Ry.....	19,522 45	.....
	31031	Dallas to Kemp.....	Tex....	T. T. Ry	2,014 37	3 21
	31031	.....do	Tex....	.....do	.....	.....
	31031	.....do	Tex....	.....do	.....	.....
	31048	Longview to Easton	Tex....	G. S. & St. L. Ry.....	588 66	94
		Remission.				
		STAR SERVICE.				
	5176	South Glastonbury to Rock Hill Station.	Conn ..	J. S. Tyler	160 00	12
		STAR SERVICE.				
May 18	8768	Rogersville to Cameron.....	Pa.....	L. E. Chappel.....	467 00	1 49
	33532	Hickman to Fall River	Kans ..	V. Boreing.....	178 00	.....
		MAIL-MESSENGER SERVICE.				
	61005	Bethlehem to Profile House ...	N. H...	C. H. Greenleaf.....	250 00	.....
	91089	Saint Joseph to railroad	Minn ..	G. Katzner	100 00	.....
	92111	Kalo to railroad.....	Iowa...	H. Sanderson	144 00	23
	96087	Lanesville to railroad	La	T. Tharpe	100 00	14
		RAILROAD SERVICE.				
	18005	Columbus to York.....	Miss...	Ga. Pacific Rwy	3,274 64	5 23
	18005	.....do	Miss...	.....do	.....	.....
	18018	Jackson to Yazoo City	Miss...	Ill. Central.....	1,974 19	3 15
	19003	Rogersville to Balls Gap.....	Tenn ..	R. & J. Rwy	701 95	1 12
	19004	Nashville to Chattanooga.....	Tenn ..	N. C. & St. L. Rwy	25,176 23	34 48 12 06
	19004	.....do	Tenn ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 26; Feb. 2, 3, 1886	Cairo	Failure to arrive		$363 84
	do	Failure to run R. P. O. cars as follows: One way between Abbeville and New Orleans (351.19 miles), Jan. 25; both ways between Cairo and Milan (87.16 miles), Jan. 27; one way between Milan and New Orleans (463.64 miles), and Cairo and Martin (56.34 miles), Feb. 2; one way over the route (550.80 miles), Feb. 3; one way between Cairo and Milan (87.16 miles), Feb. 3, 4; and one way between Jackson, Tenn., and Cairo, Ill. (114.88 miles), Feb. 4, 1886.		77 48
Jan. 9, 11, 1886	Memphis	Failure to connect	$11 00	
Jan. 12, 13, 28, 1886	Houston	Failure to connect with depending mails.	26 00	
	do	Failed to connect with depending mails as follows: Train No. 2, Mar. 9, 23; No. 4, Mar. 9, 1886.	55 00	
During first quarter, 1886		Only three times a week service performed between Indianola and Victoria (38.50 miles).		205 00
		Failed both ways between Waco and Gatesville (45.63 miles), Oct. 11; and one way between Waco and Texarkana (258.79 miles), Oct. 12, 1886.		30 75
Mar. 2, 1886	Dallas	Failure to arrive and depart		
Dec. 2, 1886	Kemp	Failure to arrive		14 44
Mar. 2, 1886	do	Failure to arrive and depart. (Double pro rata for Mar. 2.)		
Jan. 1, 8, 14, 28, 1886		Failure round trip		7 52

Remit $1 50, the deduction noted in report for April 29, 1886, it having been shown that the carrier made the trips of January 8, 9, 11, 1886, to within one-quarter mile of Rock Hill Station (n. o.), the terminus of the route, having been prevented from completing the above trips by high water.

		A revision of the case dated May 13, 1886, shows that the deduction should be $2.98, instead of $1.48; therefore		$1 50
In first quarter, 1886		No evidence of service		44 50
July 25 to Sept. 30, 1885	On the route	do		46 20
Jan. 1, 2, 1885		Failure to perform service		56
In first quarter, 1885	do	Failure 7 trips		1 61
Dec. 20, 1885	do	Failure 1 trip		14
Jan. 9; Mar. 30, 31, 1886	Columbus	Failure to arrive and depart		36 65
Jan. 9; Mar. 24, 30, 1886	York	do		
Mar. 30, 1886		Failure round trip		6 30
Mar. 24, 25, 1886		Failure half trip		2 24
Mar. 30, 31, 1886		Failure round trip		
	Nashville	Failure to connect with depending mails as follows: Train No. 2, Feb. 8, 19; and No. 4, Feb. 24, 1886.	$18 00	137 92

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 18	19007	Nashville to Hickman	Tenn	N. C. & St. L. Rwy	$17,800 46	$28 57
	19007	do	Tenn	do		
	33001	Kansas City to Denver	Kans	Union Pacific	114,879 68	157 36
	33001	do	Kans	do		
		Remissions.				
		STAR SERVICE.				
	19546	Brownsville to Somerville	Tenn	W. H. Ford	650 00	70
						67
	32140	Mill Creek to Spanish Fort	Ind. T	V. Boreing	497 00	4 77
	35422	Highmore to Harrington	Dak	A. A. Call	738 00	3 54
		STAR SERVICE.				
May 19	34271	South Side to Brewer	Nebr	M. B. Cheney	501 62	2 40
	34271	do	Nebr	do		
	34242	Niobrara to South Side	Nebr	C. R. Diver	760 00	2 43
	34242	do	Nebr	do		
	34393	Lavaca to Gordon	Nebr	F. R. Schnebly	99 00	95
	26145	Madelia to Linden	Iowa	T. P. Vought	77 00	74
	19605	Tollett to Grapevine	Tenn	W. B. Catching	49 00	47
		STEAMBOAT SERVICE.				
	20099	Evansville to Paducah	Ky	W. H. Caldwell	10,897 00	17 40
	20099	do	Ky	do		
	20099	do	Ky	do		
	20099	do	Ky	do		
	20099	do	Ky	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 3, 4, 1886	Nashville	Failure to arrive and depart	.....	$171 42
Jan. 9; Feb. 3, 4, 27, 1886	Hiceman	do	.....	
.....	Kansas City	Train No. 2 failed to connect with depending mails Mar. 4, 10, 1886.	$157 25	.....
.....	do	Failure one way between Brookfield and Denver (438.28 miles), Jan. 3, 4, 8, 9, 11, 21, 22, and both ways Jan. 10; one way between Hugo and Brookville (334.10 miles), Jan. 4; one way between Wallace and Brookville (220 miles), Jan. 5; one way between Hugo and Kansas City (535.64 miles), Jan. 6; one way between Collyer and Denver (304 52 miles), Jan. 6; one way over the route (639.82 miles). Jan. 7; one way between Wamego and Denver (535.72 miles), Jan. 7, 8; one way between Brookville and Collyer (134.60 miles), Jan. 9; one way between Crainfield and and Hugo (178.90 miles), Jan. 9; one way between Denver and Ellis (337.12 miles), Jan. 11, 13, 16, and both ways Jan. 12, 15; one way between Denver and Wallace (219.12 miles), Jan. 13, and both ways between same points, Jan. 14; and one way between Denver and Abilene (476.92 miles), Jan. 23, 1886.	.....	2,670 54

Remit $1 80 of the deduction noted in report for April 28, 1886, it having been shown that service was fully performed, except 4½ miles each way January 11, 12, 1886, (six times a week),

Remit 2 38 of the deduction noted in report for April 19, 1886, it having been shown that mail which failed to arrive March 31 arrived April 1, delay being caused by high water.

Remit 7 08, the deduction noted in report for April 17, 1886, it having been shown that carrier called for the mail at Highmore post-office January 8, and that post-master refused to deliver the same to him on account of storm and cold weather (42° below zero).

Feb. 23, 1886	Brewer	Failure to arrive	.....	$2 40
Feb. 24, 1886	do	Failure to depart		
Mar. 5, 29, 1886	Niobrara	Failure to arrive	.....	4 86
Mar. 6, 30, 1885	do	Failure to depart		
Feb. 5, 12, 1886	.....	Failure total	.....	1 90
During January, 1886	.....	Failure to comply with schedule.	$1 00	.....
.....	.....	Failure on the part of the post-master at Tollett to transmit register for the whole quarter, although duly notified.	.....	6 12
Jan. 3, 6, 9, 10, 12, 13, 14, 17, 20, 22, 24, 26, 28, 29; Feb. 2, 5, 28; Mar. 16, 1886.	Evansville	Failure to arrive	.....	576 80
Jan. 1, 8, 9, 11, 12, 14, 15, 16, 19, 22, 23, 25, 26, 29; Feb. 2, 5, 1886.	do	Failure to depart		
Jan. 2, 8, 12, 13, 15, 16, 20, 23, 24, 26, 27, 30; Feb. 5, 6; Mar. 14, 1886.	Paducah	Failure to arrive		
Jan. 2, 5, 8, 11, 12, 13, 16, 20, 23, 26, 27, 30; Feb. 5, 6; Mar. 14, 1886.	do	Failure to depart		
Feb. 3, 1886	Evansville to Bay City.	Failure on 113 miles		

Fnes imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STEAMBOAT SERVICE—cont'd.				
1886. May 19	20099	Evansville to Paducah	Ky	W. H. Caldwell		
	20099	do	Ky	do		
	20099	do	Ky	do		
	20100	Paducah to Cairo	Ky	W. H. Caldwell	$1,000 00	$1 59
	20100	do	Ky	do		
		RAILROAD SERVICE.				
	19009	Morristown to Warm Springs	Tenn	E. T. V. & G. Rwy	3,858 59	5 28
	19009	do	Tenn	do		
	20002	Covington to Lexington	Ky	Ky. Central Rwy	13,270 96	21 19
	20009	Louisville to Memphis	Ky	C. O. & S. W. Rwy	32,296 83	44 24
	20009	do	Ky	do		
	20018	Richmond to Livingston	Ky	Ky. Central Rwy	1,565 59	2 50
	20018	do	Ky	do		
	20018	King's Mountain to Yosemite	Ky	C. G. R. & N. Rwy	488 20	77
	20028	do	Ky	do		
	20028	do	Ky	do		
	20030	Richmond Junction to Richmond.	Ky	Ky. Central Rwy	1,701 43	2 71
	33003	Atchison to Waterville	Kans	C. B. of U. P. Rwy	13,734 72	18 81
	33003	do	Kans	do		
	33003	do	Kans	do		
	33003	do	Kans	do		
	33003	do	Kans	do		
		Remissions.				
		STAR SERVICE.				
	2107	Somerset to Searsburgh	Vt	B. W. Beedy	126 00	60
	19335	Beaver Hill to Nettle Carrier	Tenn	W. B. Catching	190 00	91
	29233	Arkadelphia to Corinth	Ark	C. R. Diver	966 77	3 13
		Supplementary.				
May 20	19297	Tollett to Spring City	Tenn	W. B. Catching	1 98	95
		STAR SERVICE.				
	15113	Morganton to Talking Rock	Ga	T. J. Long	365 88	77
	15113	do	Ga	do		59

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 9, 10, 12, 14, 25, 27: Mar. 4, 6, 10, 13, 17, 18, 20, 21, 24, 25, 26, 27, 28, 30, 1886.	Evansville	Failure to connect	$180 48	
Oct. 14, 16, 21, 23, 1885	West Franklin	Failure to supply both ways		
Oct. 19, 1885	do	Failure to supply one way		
Jan. 11, 12, 13, 14, 15, 16, 23, 25, 26, 27; Feb. 3, 4, 5, 6, 1886.		Failure total		$46 11
Jan. 8, 1886	Cairo	Failure to arrive and depart		
Feb. 25, 26, 1886		Failure half trip		31 68
Mar. 30, 31, 1886		Failure round trip		
Jan. 9, 11, 1886	Lexington	Failure to arrive and depart		42 38
Nov. 2; Mar. 14, 1886	Louisville	Failure to connect		44 24
Feb. 3, 4, 1886	Memphis	Failure to depart		
Jan. 9, 13, 1886		Failure half trip		15 00
Jan. 11, 12, 1886		Failure round trip		
Feb. 3, 5, 6, 1886	King's Mountain Station.	Failure to arrive and depart		
Jan. 28; Mar. 24, 1886	Yosemite	Failure to arrive		4 62
Feb. 3, 5, 1886	do	Failure to arrive and depart		
Jan. 9, 11, 1886		Failure round trip		10 84
Jan. 26, 1886	Atchison	Failure to arrive		
Jan. 10, 30, 1886	do	Failure to depart		
Jan. 30, 1886	Waterville	Failure to arrive		405 68
Jan. 10, 26, 1886	do	Failure to depart		
		Failure one way over the route, Jan. 3, 5, 22, 28, 29; and both ways Jan. 4, 7, 8, 9; one way between Blue Rapids and Waterville (5 miles) Jan. 5, 6; one way between Muscotah and Waterville (75.50 miles) Jan. 22; one way between Wetmore and Waterville (58 miles) Jan. 23; one way between Netawaka and Waterville (63.60 miles), Jan. 23, and both ways Jan. 27; both ways between Goff's and Waterville (51 miles), Jan. 24; one way between Centralia and Waterville (37.80 miles), Jan. 28; and one way between Atchison and Centralia (62.60 miles), and between Frankfort and Waterville (21.80 miles), Jan. 29, 1886.		

Remit $1 20, the deduction noted in report for April 27, 1886, it having been shown that the lost trip of February 27 was made up March 1, 1886, and that it was impossible to perform service on schedule day owing to deep snow.

Remit 91 of the deduction noted in report for April 24, 1886, it having been shown that service was performed March 27, except 9¼ miles each way.

Remit 17 of the deduction noted in report for May 3, 1886, it having been shown that the price of half trip should be $3.90 instead of $3.13, making the deduction $12.70 instead of $12.87.

		Failure on the part of the postmaster at Tollett to transmit his monthly registers for the whole of the first quarter, although notified of failure.		$24 75
Jan. 11; Mar. 31, 1886		Failure round trip, 3 times a week service.		
Jan. 12; Mar. 30, 1886		Failure round trip, 2 times a week service.		5 44

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 20	15214	Lincolnton to Plum Branch ...	Ga. ...	E. T. Clemons	$481 00	$0 76
	15214	.....do	Ga.....	..... do	.....	.....
	17570	Beula to Halawaka	Ala	H. V. Childress	33 00	.....
	17581	Lincolnton to Eureka	Ala	..... do	123 00	.....
	17284	McElderry to Buckeye	Ala ...	W. F. Hansberger ...	242 43	.....
	22523	Birdseye to Saint Minirad.....	Ind	H. O. Roop	219 00	70
	22523	.....do	Ind	.....do	.....	.....
	22437	Mount Zion to Bochmer	Ind	J. B. Colegrove.....	74 00	23
	22154	Shoals to Birdseye	Ala	H. W. Winslow	523 66	1 67
		RAILROAD SERVICE.				
	20032	Paris to Richmond.....	Ky	Ky. Central Rwy	2,688 90	4 29
	20032	.....do	Ky	.....do	.....	.....
	33008	Kansas City to Webb City	Kans ..	K. C. Ft. S. & G	19,584 24	26 82
	33006	Kansas City to Ottawa	Kans ..	Southern Kans. Rwy .	7,788 49	10 66 574 00
	33006	.....do	Kans ..	.....do	.....	.....
	33005	Cherry Vale to Hunne	Kans ..	.....do	10,768 07	17 20
	33004	Lawrence to Coffeyville	Kans ..	.....do	10,555 45	.....
	34008	Valley to Stormsburgh.....	Nebr ..	O. & R. V. Rwy.....	5,437 97	8 68
	34008	.....do	Nebr ..	.....do	.....	.....
	34008	.....do	Nebr ..	.....do	.....	.....
	34008	.....do	Nebr ..	.....do	.....	.....
	34008	.....do	Nebr ..	.....do	.....	.....
	34008	.....do	Nebr ..	.....do	.....	.....
	34003	Omaha to Covington.....	Nebr ..	C. St. P. M. & O.....	8,586 95	13 71
	34003	.....do	Nebr ..	.....do	.....	.....
	34003	.....do	Nebr ..	.....do	.....	.....
	34001	U. P. Transfer to Ogden City...	Nebr ..	Union Pacific R. P. O. cars.	386,373 65	529 27
	34001	.....do	Nebr ..	.....do	59,035 75	.....
		Remission.				
		MAIL-MESSENGER SERVICE.				
	61005	Bethlehem to Profile House	Nebr ..	C. H. Greenleaf	2 50	.....
		STAR SERVICE.				
May 21	8580	Shippensburgh to Upper Strasburgh.	Pa	B. F. Crouse	297 00	47
	20123	Robertson to Havilandsville ...	Ky	A. Easley.....	192 98	61
	20475	Conant to Ingram	Ky	W. Thompson	86 00	41
	20556	Bee Spring to Grayson Springs.	Ky	H. V. Childress	223 00	71

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb, 26, 1886	.....	Failure round trip	.....	$6 84
Jan. 4, 5. 6, 9, 11, 16, 1886	.....	Failure half trip	.....	
Feb. 1 to Mar. 16, 1886	.....	No evidence of service	.....	4 03
March, 1886	.....	do	.....	10 59
In 1st quarter, 1886	.....	do	.....	60 60
Jan. 9, 1886	.....	Failure total	.....	2 61
Feb. 25, 1886	.....	Failure on 13 miles	.....	
March, 1886	.....	No evidence of service	.....	6 37
Jan. 11; Feb. 17	.....	Failure total	.....	6 68
Jan. 9, 11, 1886	Richmond	Failure to arrive	.....	8 58
Jan. 11, 12, 1886	do	Failure to depart	.....	
.....	.....	Kansas City: Failed to connect with depending mails Feb. 4, 5, 18; Mar. 10, 27, 1886.	$67 00	
.....	.....	Kansas City: Failed to connect with depending mails Jan. 25, Feb. 5, Mar. 6, 16, 1886.	11 50	
Jan. 8, 1886	.....	Failure round trip	.....	21 32
.....	.....	Failed round trip Jan. 8, and half trip Feb. 5, 1886. Also failed one way between Longton and Independence (24.3 miles) Sept. 12, 13, 1885; one way between Wellington and Independence (102.7 miles) Jan. 22, 23, 1886; and both ways between Hunnewell and Independence (121.16 miles) Feb. 2, 3, 4, 1886.	.....	180 22
.....	.....	Failed both ways between Lawrence and Cherryvale (125.06 miles) Jan. 8, 1886.	.....	29 79
Jan. 4, 7, 8, 9; Mar. 17, 18, 19, 20, 22, 23, 24, 25, 26, 1886.	Valley	Failure to arrive and depart	.....	221 34
Jan. 11, 1886	do	Failure to arrive		
Jan. 12; Mar. 3, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 11, 22, 23, 1886.	Stormsburgh	Failure to arrive and depart		
Jan. 25; Mar. 16, 1886	do	Failure to arrive		
Jan. 26; Mar. 17, 1886	do	Failure to depart		
Jan. 7, 8, 28, 1886	Omaha	Failure to arrive	.....	82 26
Jan. 8, 9, 29, 1886	do	Failure to depart		
Jan. 5, 7, 8, 9, 11, 22, 1886	Covington	Failure to arrive and depart		
Jan. 8, 1886	U. P. Transfer	Failure to arrive	.....	264 68
.....	.....	Failed to run R. P. O. cars (60 feet) one way between Gilmore and Grand Island (143.58 miles) Jan. 7, and one between Grand Island and U.P. Transfer (155.73 miles) Jan. 8; and a 40-foot car one way between Gilmore and North Platte (281.12 miles) Jan. 7; both ways between North Platte and U. P. Transfer (293.27 miles) Jan. 8; and one way between same points Jan. 9, 1886.	.....	60 25

Remit $10 98, the deduction noted in report for week ended, it having been shown by the affidavit of the messenger that service was regularly performed on this route during the period.

Jan. 9 to Mar. 31, 1886	Mongul	Failure to supply	$10 00	.....
Jan. 16, 1886	.....	Failure total	.....	$1 22
Feb. 9; Mar. 27, 30, 1886	.....	Failures considered total	.....	2 46
Feb. 3, 5, 1886	.....	Failure total	.....	2 84

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE—continued.				
1886.						
May 21	20603	Hyden to Salt Trace	Ky	G. C. Brassfield	$142 98	$1 37
	20603	do	Ky	do		
	34117	Weeping Water to Lincoln	Nebr	B. W. Beedy	643 17	45
						1 14
	34117	do	Nebr	do		
	34393	Lavaca to Gordon	Nebr	P. R. Schnebly	99 00	95
	31292	Yarborough to Retreat	Tex	A. Cross	132 00	42
	45165	Columbia to White Rock	Nev	H. N. Warren	662 67	6 37
		MAIL-MESSENGER SERVICE.				
	83080	Concord to railroad	Ohio	R. Bond	80 00	25
	83265	New Richland to railroad	Ohio	M. F. Simpson	52 00	
		RAILROAD SERVICE.				
	34012	Columbus to Norfolk	Nebr	O. N. and B. H. Rwy	2,255 90	3 60
	34012	do	Nebr	do		
	34012	do	Nebr	do		
	34013	Lincoln to Marysville	Nebr	C. and R. V. Rwy	3,346 04	4 58
	34013	do	Nebr	do		
	34013	do	Nebr	do		
	34013	do	Nebr	do		
	34013	do	Nebr	do		
	34014	Valparaiso to Lincoln	Nebr	do	867 82	1 18
	34014	do	Nebr	do		
	34014	do	Nebr	do		
	34014	do	Nebr	do		
	34014	do	Nebr	do		
	34015	Grand Island to North Loup	Nebr	do	2,441 38	3 90
	34017	Donance to Albion	Nebr	O. N. and B. H. Rwy	1,462 90	2 33
	34017	do	Nebr	do		
		Remissions.				
		STAR SERVICE.				
	19358	Dowelton to Pekin	Tenn	J. T. Exmer	312 00	1 50
		STEAMBOAT SERVICE.				
	2099	Evansville to Paducah	Ky	W. B. Cadlwell	10,879 57	17 37

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 13; Feb. 3, 1886		Failure total		
Jan. 20, 1886		Failure on 18 miles	.....	$7 24
Jan. 5, 7, 9, 23, 1886	Elmwood to Lincoln.	Failure on 25 miles 3 times a week.		
In first quarter, 1886	Weeping Water or Elmwood.	No evidence of service 6 times a week.	.....	80 57
		A revision of the case, dated May 19, 1886, shows that deduction should have been $3.80 instead of $1.90, therefore deduct	.....	1 90
		May 18, 1886, an order was made to pay for temporary service January 7 to April 30, 49 trips (full trips or service required), and charge the same to transportation account, deduction to cover the period to be made by Division of Inspection. Therefore for failure to perform service January 7 to April 30, 1886.	.....	41 30
		The registers of arrivals and departures show a total disregard of the schedule at Columbia from June 1, 1885, to March 31, 1886, inclusive, except from August 2 to 6, and from August 19 to 29; also a total disregard of the schedule at White Rock from August 17, 1885, to March 31, 1886, except from October 1 to October 31, 1885.	$100 00	.....
In first quarter, 1886	On the route	Failure of 2 trips	.....	50
Jan. 30 to Mar. 31, 1886	do	Service performed by postmaster.	.....	6 31
Jan. 4, 7, 8, 1886		Failure round trip		
Jan. 9, 1886	Norfolk	Failure one-quarter round trip		
Feb. 20, 1886	Ulysses	For negligence on the part of the company's messenger, in failing to dispatch the mail.	200 00	23 40
Jan. 4, 7, 8, 9, 1886	Lincoln	Failure to arrive and depart		
Jan. 3, 22, 1886	do	Failure to depart		
Jan. 8, 9, 10, 1886	Marysville	Failure to arrive and depart	.....	50 38
Jan. 4, 5, 11, 21, 1886	do	Failure to arrive		
Jan. 22, 29, 1886	do	Failure to depart		
Jan. 4, 7, 8, 9, 10, 1886	Valparaiso	Failure to arrive and depart		
Jan. 11, 28; Mar. 3, 1886	do	Failure to depart		
Jan. 4, 7, 8, 9, 10, 1886	Lincoln	Failure to arrive and depart	.....	15 93
Jan. 3, 12; Mar. 14, 1886	do	Failure to depart		
Mar. 3, 1886	do	Failure to arrive		
Jan. 4, 7, 8, 1886		Failure round trip	.....	23 40
do		do	.....	16 31
Jan. 9, 1886		Failure half trip		

Remit $0 44 of the deduction noted in the report for April 26, 1886, it having been shown by the certificate of the contractor, certified to by the postmaster at Laurel Hill, Tenn., that service was all performed except 24 miles each way January 8, 1886, and 16 miles each way March 30, 1886.

Remit 1 00 of the deduction and 40 cents of the fine noted in report for May 19, 1886, it having been shown by a revision of the case, dated May 19, 1886, that the deduction should be $575.60. instead of $180.08.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886. May 22	28465	Silica to Crystal Springs.....	Mo	R. Ritter.....	$277 71	$0 22
	45107	Tuscarora to White Rock.....	Nev ...	H. A. Lawton.....	3,930 00 1,122 86	..... 10 79
		RAILROAD SERVICE.				
	10006	Baltimore to Williams.....	Md	W. Md. Rwy..... R. P. O. cars.	14,015 70 2,165 00	.....
	10006	.....do	Md	Fast mail.....	15,804 50	.....
	10006	.....do	Md	.....	.....	.....
	10006	..... do	Md	.....	.....	.....
	23033	Beardstown to Shawneetown ..	Ill	O. & M. Rwy.....	12,926 98	20 65
	23033	.....do	Ill	.....do	.....	.....
	28017	Springfield to Memphis.....	Mo	K. C., S. & M. Rwy ...	20,740 69	28 41
	33011	Newton to Arkansas City	Kans ..	A., T. & S. F. Rwy...	6,112 75	.....
	33611	.....do	Kans ..	.....do	.....	.....
	33013	Leavenworth to Miltonvale....	Kans ..	Kans. Central Rwy...	9,762 29	15 59
	33013	.....do	Kans ..	.....do	.....	.....
	33013	.....do	Kans ..	.....do	.....	.....
	33013	.....do	Kans ..	.....do	.....	.....
	33014	Lawrence to Carbondale.....	Kans ..	U. Pacific Rwy	1,409 04	2 25
	33015	Junction City to Concordia....	Kans ..	J. C. & Ft. K. Rwy	5,194 29	7 11
	33015	.....do	Kans ..	.....do	.....	.....
	33015	.....do	Kans ..	.....do	.....	.....
	33015	.....do	Kans ..	.....do	.....	.....
	33015	.....do	Kans ..	.....do	.....	.....
	33017	Florence to Douglass	Kans ..	A., T. & S. F. Rwy...	3,079 94	4 92
	33017	.....do	Kans ..	.....do	.....	.....
		Remissions.				
		STAR SERVICE.				
	11580	Max Meadows to Reed Island .	Va.....	L. E. Chappel.....	337 00	53
	11698	Port Conway to Mat.....	Va.....	W. B. Catching	310 59	99
	23239	McLeansborough to Benton ...	Ill	Gilley & Anderson ...	721 76	1 15
	28304	Slater to Little Rock	Mo	B. M. Hardin.....	348 94	55

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Feb. 10 to Mar. 31, 1886.....	Festus.....	Failure to supply; omitted service on half mile.	.....	$4 82
.....	.....	From June 9 to September 30, 1885, the mail on this route was carried from Tuscarora to Columbia and back, a distance of 36 miles, and from Columbia to White Rock and back over route No. 45165, a distance of 14 miles. During the period from June 9 to September 30, 1885, the mail from Tuscarora was carried from Columbia to White Rock and back in the vehicle and by the carrier employed by the contractor on route No. 45165 forty-two (42) times (the schedule on route No 45165 requiring 42 trips during that time), the carrier on this route thus failing to perform service over a distance of 9 miles and back, on the dates on which service was performed on route No. 45165, aggregating a failure on 278 miles both ways.	.....	90 63
.....	Between Baltimore and Hagerstown.	Failure one way (86.6 miles) ..	.....	17 85
Jan. 4, 5, 10, 11, 1886.....	....do	Failed to run R. P. O. cars both ways (86.6 miles).		
Jan. 9, 1886.....	Between Baltimore and Blue Ridge Summit.	Failed both ways (69 miles)...	.....	28 45
Jan. 4, 9, 10, 1886.....	.....	Failed to maintain fast mail ..	.....	129 90
Oct. 29, 1885	Beardstown	Failure to depart	.....	30 97
Dec. 9, 15, 1885	Shawneetown.....	.....do		
Jan. 8, 20, 25; Mar. 27, 1886 ...	Memphis	Failed to connect with depending mails.	$57 00	.....
Feb. 2, 1886.....	Between Mulvane and Arkansas City.	Failure both ways (35.95 miles).	.....	15 39
Feb. 3, 1886.....	Between Udall and Arkansas City.	Failure both ways (25.95 miles).		
Jan. 4, 5, 7, 8, 9, 22, 23, 27, 28, 1886.	Leavenworth	Failure to arrive and depart..	.....	428 72
Jan. 11, 18, 25, 29, 1886.....	Miltonvale.....	Failure to arrive		
Jan. 20, 1886.....	....do	.....do		
Jan. 4, 5, 7, 8, 9, 11, 14, 16, 21, 22, 23, 25, 26, 27, 28, 29, 1886.	....do	Failure to arrive and depart..		
Jan. 8, 1886	.....	Failure round trip	.....	4 50
Jan. 3, 5, 7, 8, 9, 1886.....	Junction City.....	Failure to arrive and depart ..	.....	71 10
Jan. 3, 1886	Concordia	Failure to arrive.....		
Jan. 5, 1886	....do	Failure to depart		
Jan. 4, 7, 8, 9, 1886.....	....do	Failure to arrive and depart ..		
Jan. 7, 8, 1886	.....	Failure half trip	.....	19 68
Feb. 2, 1886.....	.....	Failure round trip		

Remit $7 88 of the deduction noted in report for April 20, 1886, it having been shown that the failures at Reed Island Jan 5, 9, 12, 16, 18, 19, 20, 21, 22, 28, 29; Feb. 4, 5, 6; Mar. 30, 31, were only on half mile each both ways.

Remit 1 46 of the deduction noted in report for April 21, 1886, it having been shown that but 6½ miles was lost on the trip of Feb. 3, 4.

Remit 1 40 of the deduction noted in report for April 15, 1886, it having been shown that carrier traveled both ways over 2 miles on the route on following dates Jan. 4, 18, 21, 28; Feb. 11, 12; Mar. 29, 30, 1886.

Remit 1 10 of the deduction noted in report for April 29, 1886, it having been shown that the post-office at Slater was closed Jan. 1, 1886, from 10.30 a. m., to 3 p. m.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STEAMBOAT SERVICE.				
1886.						
May 22	12100	Parkersburgh to Pomeroy.....	W. Va.	G. B. McClintock	$6,500 00	$10 37
		STAR SERVICE.				
May 24	8799	Coudersport to Coudersport ...	Pa.....	C. C. Tripp	397 00	63
	11566	Elamsville to Pernelle	Va.....	W. M. Woodruff	245 26	78
		MAIL-MESSENGER SERVICE.				
	61005	Bethlehem to Profile House ...	N. H...	C. H. Greenleaf	250 00	.....
		RAILROAD SERVICE.				
	33021	Waterville to Washington.....	Kans ..	C. B. of U. P. Rwy	2,309 64	3 68
	33021	.....do	Kans ..	.....do	.....	.....
	33021	.....do	Kans ..	.....do	.....	.....
	33021	.....do	Kans ..	.....do	.....	.....
	33021	.....do	Kans ..	.....do	.....	.....
	33022	Greenleaf to Concordia	Kans ..	.....do	5,500 98	7 53
	33022	.....do	Kans ..	.....do	.....	.....
			Kans ..	.....do	.....	.....
	33022	.....do				
	33022	.....do	Kans ..	.....do	.....	.....
	33022	.....do	Kans ..	.....do	.....	.....
	33022	.....do	Kans ..	.....do	.....	.....
	33022	.....do	Kans ..	..... do	.....	.....
	33001	Kansas City to Denver	Kans ..	Union Pacific.....	114,879 68	157 36
	33019	Ottawa to Burlington.....	Kans ..	Sou. Kan. Rwy. Co....	2,850 33	4 55
	35018	Sanborn to Cooperstown.....	Dak ...	Sanborn, Cooperstown, and Turtle Mt. R. R. Co.	1,604 40	2 56
	35015	Fargo to La Moure.....	Dak ...	Fargo & Southwestern R. R. Co.	4,909 92	7 81
	35015	.....do	Dak ...	.....do	.....	.....
	35015	.....do	Dak ...	.....do	.....	.....
	35015	.....do	Dak ...	.....do	.....	.....
		Remissions.				
	19125	Jonesborough to Erwin.....	Tenn ..	Andrew Easley.....	347 82	55
	19288	Winfield to Newcomb.....	Tenn ..	W. F. Costellow	339 00	1 08
	19566	Knoxville to depot.....	Tenn ..	P. B. Brown	1,497 00	.....
	33269	Elkridge to Council Grove.....	Kans ..	M. A. Thompson.....	297 00	1 42

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 1 to 31, 1886	Colesburgh	Failure to supply	$3 33	
Jan. 4, 11, 13, 15, 18, 20, 22; Feb. 5, 12; Mar. 31, 1886.		Failed on 13 miles each		$9 65
		It having been shown by a re-examination of the case that the original deduction was based on an annual pay of $250, instead of $250 for the season from June 30 to September 30, and that the correct deduction should be $157.40 instead of $46.20.		111 20
Jan. 26, 1886	Waterville	Failure to arrive		
Jan. 30, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 22, 23, 27, 28, 29, 1886.	do	Failure to arrive and depart		88 32
Jan. 4, 5, 6, 7, 8, 11, 22, 23, 27, 28, 29, 1886.	Washington	do		
Jan. 9, 30, 1886	do	Failure to depart		
Jan. 3, 24, 1886	Greenleaf	Failure to arrive		
Jan. 25, 31, 1886	do	Failure to depart		
Jan. 4, 5, 6, 7, 8, 9, 10, 11, 22, 23, 26, 27, 28, 29, 30, 1886.	do	Failure to arrive and depart		214 60
Jan. 2, 20, 22, 23, 26, 1886	Concordia	Failure to arrive		
Jan. 6, 10, 1886	do	Failure to depart		
Jan. 3, 4, 5, 7, 8, 9, 27, 28, 1886	do	Failure to arrive and depart		
		Whereas the deduction ordered May 18, 1886, was calculated upon the assumption that the distance between Brookville and Denver is 438.28 miles, and between Kansas City and Hugo 535.64 miles, instead of 439.12 miles, and 534.80 miles, respectively, the correct distances; and whereas a further deduction is necessary in order that the total deduction may be equal to the value of the service lost, therefore deduct		1 65
Jan. 8, 1886		Failed round trip		9 10
Jan. 7; Feb. 10, 1886	Cooperstown	Failure to depart		2 56
Jan. 7, 8, 1886	Fargo	Failure to arrive		
Jan. 8, 9, 1886	do	Failure to depart		
Jan. 7, 9, 16, 1886	La Moure	Failure to arrive and depart		1,028 46
Jan. 23 to Mar. 14, 1886	Lisbon and La Moure.	No service performed (31.41 miles).		

Remit $1 27 of the deduction noted in the report for April 20, 1886, it having been shown by the certificate of the postmaster at Erwin, Tenn., that on January 4 and 9, 1886, carrier failed 12¾ miles each way, and on March 31, 1886, 1¾ miles each way.

Remit 1 28 of the deduction noted in the report for April 24, 1886, it having been shown by the certificate of the carrier, endorsed by the postmaster at Capuchin, Tenn., that the figures were as follows: Failed 7½ miles each way February 1, 6, 13, March 27, 30; 10 miles each way February 3, 12; 9 miles each way February 5.

Remit 1 of the fine noted in the report for April 28, 1886, it having been shown by the explanation of the postmaster at Knoxville, Tenn., that the failure of the east-bound train to receive the Knoxville pouch was not the fault of the carrier.

Remit 2 84 of the deduction noted in the report for April 27, 1886, it having been shown by the certificate of postmaster at Elkridge, that there was no failure to arrive and depart in January.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		STAR SERVICE.				
1886.						
May 26	12201	West Union to Weston	W. Va.	B. W. Beedy	$490 00	$1 59
	12201	do	W. Va.	do		
	12201	do	W. Va.	do		
	12201	do	W. Va.	do		
		MAIL-MESSENGER SERVICE.				
	64025	Burrellville to railroad station	R. I.	C. O. Remington	125 00	
	66039	Belle Isle to railroad station	N. Y.	Thomas Bennet	87 00	
	74045	Elsinore to railroad station	W. Va.	A. C. Christy	80 00	
	85210	Slate Cut to railroad station	Ind.	P. B. Crawford	20 00	
		RAILROAD SERVICE.				
	33023	Emporia to Howard	Kans.	A., T. & S. F. R. R. Co.	3,863 96	6 17
	33023	do	Kans.	do		
	33023	do	Kans.	do		
	33024	Cherry Vale to Arcadia	Kans.	K. C., F. S. & C. R. R.	3,856 72	5 28
	33024	do	Kans.	do		
	33025	Salomon City to Beloit	Kans.	Salomon R. R. Co	3,164 45	4 33
	33028	Salina to McPherson	Kans.	S. & S. Rwy. Co	1,584 74	2 17
	33028	do	Kans.	do		
	33028	do	Kans.	do		
	33028	do	Kans.	do		
	33028	do	Kans.	do		
	33028	do	Kans.	do		
	33028	do	Kans.	do		
	33029	Downs to Alton	Kans.	C., B. U. P. R. R.	1,050 12	1 43
	33032	Jamestown to Jewell	Kans.	do	1,565 16	2 50
	33034	Burlingame to Manhattan	Kans.	M., A. & B. Rwy	2,543 55	4 06
	33038	Leavenworth to Meriden Junction.	Kans.	L., T. & S. W. R. R.	2,008 39	3 20
	33039	Girard to Chanute	Kans.	So. Kan. Rwy	1,762 58	2 81
	38001	Denver to El Moro	Colo.	D. & Rio G. Rwy	28,657 71	45 77
	38002	Brighton to Boulder]	Colo.	D. & B. V. R. R.	1,302 26	1 78

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 12; Feb. 9, 1886	West Union	Failure to arrive	.....	$5 49
Jan. 11; Feb. 8, 1886	....do	Failure to depart		
Jan. 11; Mar. 31, 1886	Weston	Failure to arrive		
Jan. 12, 1886	....do	Failure to depart		
Jan. 1 to Mar. 15, 1886	.....	No service performed during period (see case for fourth quarter, 1885).	.....	25 70
Jan. 1 to 4, 1886	.....	No service during period	.....	97
During quarter	.....	Failure of five trips	.....	65
.....do	.....	No evidence of service	.....	5 00
Jan. 7, 9; Feb. 2, 3, 1886	.....	Failure half trip	.....	37 02
Jan. 8, 1886	.....	Failure round trip		
Mar. 22, 23, 1886	Howard	Negligence on the part of the company's carrier in failing to dispatch the 2.15 mail.	$2 00	.....
Feb. 2, 1886	Cherry Vale	Failure to arrive	.....	5 28
Feb. 3, 1886	....do	Failure to depart		
Jan. 3, 4, 5, 7, 8, 9, 1886	.....	Failure round trip	.....	51 96
Jan. 4, 23, 1886	Salina	Failure to arrive	.....	26 04
Jan. 5, 1886	....do	Failure to depart		
Jan. 7, 8, 22, 24, 1886	....do	Failure to arrive and depart		
Jan. 5, 6, 1886	McPherson	Failure to arrive		
Jan. 4, 1886	....do	Failure to depart		
Jan. 7, 8, 22, 23, 24, 1886	... do	Failure to arrive and depart		
.....	.....	Downs: Failed to arrive Jan. 13, 28, and to depart Jan. 2, 21, and to arrive and depart Jan. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 22, 23, 24, 25, 26, 27; Feb. 10, 11, 1886. Alton: Failed to depart Jan. 13, and to arrive and depart Jan. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 22, 23, 24, 25, 27, 28, 29, and Feb 10, 1886.	.....	55 05
.....	.....	Jamestown: Failed to arrive Jan. 28, to depart Jan. 2, and to arrive and depart Jan. 4, 5, 6, 7, 8, 9, 11, 12, 13, 25, 26, 27. Burr Oak: Failed to arrive Jan. 14, 18, 26, to depart Jan. 15, 17, and to arrive and depart Jan. 4, 5, 6, 7, 8, 9, 11, 12, 13, 22, 23, 27, 28, 1886.	.....	71 25
.....	.....	Burlingame: Failed to connect with depending mail Jan. 16, 1886; failed to depart Jan. 9, and to arrive and depart Feb. 2, 1886, and round trips Jan. 5, 8, and 22, 1886.	2 00	30 45
.....	.....	Leavenworth: Failed to arrive and depart Jan. 8, 22, to arrive Jan. 7, and to depart Jan. 9, 1886. Meriden Junction (n. o.): Failed to arrive and depart Jan. 8, 9, 22, 1886.	.....	19 20
.....	.....	Failed half trip Feb. 2 and 3, 1886.	.....	5 62
.....	.....	Failed to arrive and depart Jan. 2, 20, and to depart Jan. 9, 1886, at El Moro.	.....	114 42
.....	.....	Boulder: Failed to depart March 17, 1886, because of failure of the company's messenger to put pouch on the train (deduct double pro rata).	.....	1 78

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. May 26	38004	Cucheras to Espanola	Colo ...	D. & R. G. Rwy.....	$15,795 50	$21 63
	38005	Denver to Leadville	Colo ...	D., S. P. & B. R.R....	12,474 51	17 08
	38006	La Junta to Deming.....	Colo ...	A., T. & S. Fé R. R....	89,063 46	122 00
	38011	Alamosa to Del Norte.....	Colo ...	D. & R. G. Rwy	1,659 73	2 65
	38009	Ponca Springs to Monarch.....	Colo ...	.....do	680 58	1 08
		Remissions.				
	19193	Knoxville to Oliver Springs ...	Tenn ..	Dan. Cawood	1,093 00	1 73
	19422	Pulaski to Lawrenceburgh.....	Tenn ..	W. B. Catching	398 00	1 27
	19447	Jingo to Franklin.....	Tenn ..	J. R. Pigg.....	140 00	1 34
	31301	Huntsville to Madisonville ...	Tex....	G. M. Snodgrass.....	1,034 00	1 64
	33298	Salina to McPherson	Kans ..	J. D. Emerson.....	820 00	2 62
		STAR SERVICE.				
	17427	Aberdeen to Hamilton	Ala ..	L. N. Allen and Mat. Healy.	1,018 79	.....
	11355	Earleysville to Mechum's River	Va	V. Boreing.....	264 00	84
	17196	Blountsville to Blountsville ...	Ala....	T. A. Cobb	380 00	1 21
	18205	Winona to Winona	Ala....	J. J. Campbell.....	163 12	78
		RAILROAD SERVICE.				
	33041	Ottawa to Emporia	Kans ..	So. Kans. Ry. Co	2,546 66	4 06

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Only three times a week service between Antonio and Espanola (91.30 miles) from Jan. 1 to 16, Feb. 19 to 27, and March 21 to 31, 1886, and no service performed between same points Jan. 17 to Feb. 6, Feb. 9 to 18, and Feb. 28 to March 20, 1886.	.....	$1,447 85
.....	.....	Leadville: Failed to arrive and depart Jan. 24, 25, 26, 31, Feb. 1, 2, 3, to arrive Jan. 30, and to depart Feb. 4, 1886.	.....	136 64
.....	.....	Failed half trip Jan. 3, 1886....	.....	122 00
.....	.....	Alamosa: Failed to arrive and depart Jan. 2, 5, 20, 1886. Del Norte: Failed to arrive and depart Jan. 2, 5, 20, 22, 30, Feb. 15, 1886.	.....	23 85
.....	.....	Failed round trip Jan. 20, 21, 22, 26, and half trip Jan. 23, 25, 27, 28, 29, 1886.	.....	14 04

Remit $2 59 of the deduction noted in report for April 21, 1886, it appearing upon a revision of the case dated April 21, 1886, and the reports of the postmasters at Knoxville and Oliver Springs that the deduction of $40.21 is excessive, and that a remission of $2.59 should be made.

Remit 1 17 of the deduction noted in report for April 27, 1886, it having been shown by the certificate of the subcontractor, indorsed by the postmaster at Vale Mills, Tenn., that the carrier failed one mile each way March 31, 1886.

Remit 94 of the deduction noted in report for April 27, 1886, it having been shown by the certificate of the subcontractor, indorsed by the postmaster at Jingo, Tenn., that the failure of January 12, 1886, was 14 miles each way.

Remit 1 64, the deduction noted in the report for April 19, 1886, it having been shown by the registers of arrivals and departures of postmaster at Huntsville that the carrier proceeded from that office March 4 18 miles and returned, and by a certificate of postmaster at Madisonville (received this date) that another carrier on same date proceeded 10 miles and returned to that office, so that March 4 the entire trip was actually made.

Remit 8 51 of the deduction noted in report for January 29, 1886, it having been shown by certificates of postmasters and corrected registers from terminal points, also affidavits of carriers, that the failures of December were not caused by neglect, and that the mail left Salina January 1, instead of December 31, and that there was no failure December 1, and that the trip missed December 22 was performed subsequently.

.....	.....	For failing and refusing to perform the service according to the schedule, and on schedule time.	$25 00	.....
.....	.....	Ordered to be discontinued from April 19, 1886, Earlysville, failed to arrive and depart April 1, 6. Mechum's River failed to arrive and depart April 3, 1886.	.....	$2 52
.....	.....	For failure and refusal on the part of the carrier to deliver the mail at Walnut Grove on schedule time, retaining the same at his house over night and thus delaying the delivery at that office 12 hours, from April 1 to May 25, 1885.	15 00	.....
Jan. 2, 9, 1886	.....	Total failure.....	.....	3 12
.....	.....	Ottawa: Failed to arrive and depart Feb. 2, 1886. Emporia: Failed to arrive Feb. 2 and depart Feb. 4, and to arrive and depart Jan. 30, Feb. 3, 1886; failed half-trip Jan. 27, and round trip Jan. 8, 9, 28, 29, 1886; failed one way between Melrose and Emporia (33.50 miles) Jan. 7, 11, one way between Lebo and Ottawa (38.42 miles) Jan. 27, and both ways Jan. 16, 1886.	.....	65 72

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. May 26	33042	Wichita to Kingman	Kans ..	W. & West. R. R. Co.	$4,315 94	$5 91
	38023	Denver to Pueblo.....	Colo ..	D. and N. O. R. R. Co.	8,186 18	11 21
	38015	Manitou Junction (n.o.) to Colorado Springs.	Colo ...	D. & N. O. R. R. Co ..	412 11	56
	38027	Greeley to Stout	Colo ...	C.,S. L.& P. R. R. Co.	1,669 30	.....
	38031	Como to Buena Vista	Colo ...	D., S. P. & P. R. R. Co.	2,819 78	3 68
		STAR SERVICE.				
May 27	10221	Thrift to Marshall	Md	J. R. Lusby.....	219 00	70
	22367	Cicero to Sheridan	Ind	William Call	449 00	71
		RAILROAD SERVICE.				
		Case No. 1.				
	33010	Atchison to South Pueblo	Kans ..	A., T. & S. F6 R. R...	112,975 50	154 76
		Case No. 2.				
	63010	Atchison to South Pueblo	Kans ..	A., T. & S. Fé R. R.Co	25,839 50	.....
	33010	.....do	Kans ..	.....do	28,409 50	.....
	33010	.....do	Kans ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	.....	Failed half trip Jan. 7, 10, and round trip Jan. 8, 9, 22; Feb. 2, 3, 4, 1886.	.....	$82 74
.....	.....	Failed both ways between Parker and Pueblo (102.73 miles) Jan. 7, one way between Manitou Junction (n. o.) and Pueblo (43.73 miles), and one way over the route, (125.98 miles) Jan. 8, and both ways over the route Mar. 11, 1886.	.....	55 82
.....	.....	Failed round trip Jan. 8, 1886..	.....	1 12
.....	.....	Failed both ways between Fort Collins and Stout (14.3 miles) Jan. 1, 8, 1886.	.....	3 90
.....	.....	Failed round trip Jan. 20, 22, 1886.	.....	15 44
.....	.....	Failure to perform service on 8 miles both ways Jan. 14, to Feb. 13 (14 times).	.....	11 20
.....	.....	Five offices half trip, 14c. Failed to supply Deming and Boxley on the return trips every schedule day except two during the quarter.	$10 00	.....
.....	.....	Atchison: Failed to arrive and depart Jan. 22, 1886. South Pueblo: Failed to arrive Jan. 3, 8, 9, 13, 15, 16, 20, 21; Feb. 3, and to arrive and depart Jan. 7, 10, 11, 12, 22, 23, 24, 25, 1886.	.....	2,089 26
.....	.....	R. P. O. cars from Nov. 29, 1885, to Feb. 27, 1886.		
.....	.....	R. P. O. cars from Feb. 28, 1886.		
.....	.....	Failed to run 40 feet R. P. O. cars as follows: On train No. 1, between Burlingame and Florence (80.9 miles), Ellenwood and Pueblo (359.87 miles) Dec. 31, 1886; between Dodge City and Ellenwood (93 miles) Feb. 2, 1886; between Topeka and Florence (107.20 miles) and between Ellenwood and Pueblo (359.87 miles) Feb. 1, 3, 6, 9, 11; on train No. 2, between Dodge City and Ellenwood (93 miles) and between Florence and Topeka (107.20 miles) Feb. 1; between Pueblo and Ellenwood (359.87 miles) Feb. 2, 4, 7, 10, 12; between Florence and Topeka (107.20 miles) Feb. 4, 7, 10, 12; on train No. 3, between Newton and Pueblo (433.27 miles) Feb. 1; and between Pueblo and Topeka (568.19 miles) Feb. 4, 8, 12, 16, 20, 24; on No. 4, between Granada and Topeka (431.90 miles) Dec. 13, 1885; between Pueblo and Newton (434.27 miles) Feb. 2, 11, between Pueblo and Topeka (568.19 miles) Feb. 4, 7, 15, 19, 23, 27, 1886; on No. 6, between Burlingame and Topeka (26.3 miles) Dec. 31, 1885, one way.	.....	475 23

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 27	39003	Albuquerque to Needles.....	N.Mex.	A. & P. R. R	$33,916 51	$45 22
	39002	Antonio to Silverton.....	N. Mex.	D. and R. C. R. R. Co..	17,886 83	28 57
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
	39002	.....do	N. Mex.	.....do	.....	.....
		Remissions.				
	13564	La Grange to La Grange	N. C ...	Tyre G. Gibson	172 00	82
	19394	Holt's Corners to South Perlin.	Tenn ..	J. R. Pigg.....	330 00	1 58
	28439	Saint Thomas to Loose Creek..	Mo	J. D. Smith	525 00	1 68
		STAR SERVICE.				
May 28	46152	Redding to Beiber	Cal	O. J. Salisbury	8,436 39	13 46
	46154	Redding to Weaverville	Cal	Jerry Culverhouse ...	3,255 10	4 46
	46427	Redding to Baird	Cal	Charles M. Kellogg ..	850 00	2 72
	46427	.....do	Cal	.....do	.....	.....
		RAILROAD SERVICE.				
	33016	Topeka to Kansas City.....	Kans ..	A. T. and S. F6 R. R.	3,379 00	.....
				(for two lines 40 feet R. P. O. cars).	17,218 70	23 58
	33016	.....do	Kans ..	.....do	.....	.....
	33016	.....do	Kans ..	.....do	.....	.....
	33016	.....do	Kans ..	.....do	.....	.....
	33016	.....do	Kans ..	.....do	.....	.....
	33016	.....do	Kans ..	.....do	.....	.....
	33016	.....do	Kans ..	.....do	.....	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquincy.	DECISION.	
			Fines.	Deductions.
.....	.....	Needles: Failed to arrive March 30, 1886.	.....	$22 61
Feb. 5, 1886	Antonio	Failure to arrive..... ...	}	
Feb. 27, 1886.....	....do	Failure to arrive and depart..		
Jan. 17 to 31, 1886.....	....do	No service performed.....		
Jan. 2; Mar. 1, 4, 8, 1886	Between Antonio and Durango.	Failure both ways (171.26 miles.)		
Mar. 15, 19, 1886	. do	Failure one way		
Jan. 9; Feb. 1, 2, 3, 4, 5, 6, 8; Mar. 2, 4, 5, 6, 16, 17, 19, 1886.	Between Durango and Silverton.	Failure both ways (44.40 miles)		
Feb. 9, 10, 11, 12, 1886.....	Between Elk Park and Silverton.	Failure both ways (5.20 miles)		
Mar. 3, 1886	.. do	Failure one way.....		
Mar. 6, 16, 20, 1886	Between Durango and Chama.	Failure one way (107.30 miles).	}	1,312 01
Mar. 11, 1886	Between Rockwood and Silverton.	Failure one way (26.60 miles) .		
Mar. 12, 1886	Between Silverton and a point 3 miles from Silverton.	Failure both ways.....		
Mar. 3, 11, 1886	Between Antonio and Chama.	Failure both ways (63.90 miles).		
Feb. 1; Mar. 5, 15, 19, 1886	....do	Failure one way	}	

Remit $4 48 of the deduction noted in report for April 12, 1886, it having been shown by a revision of the case dated April 2, 1886, that the mail carrier failed only 2½ miles each way instead of 3½ miles as stated.

Remit 1 01 of the deduction noted in report for May 6, 1886, it having been shown by the certificates of the postmasters at Reed's Store and Lum's Store that carrier failed on 16 miles only each way, January 11, 1886.

Remit 2 51 of the deduction noted in report for April 20, 1886, it having been shown by the letter of the postmaster of Loose Creek that his register of arrivals and departures of the mails for the month of March, 1886, is incorrect in showing partial failure March 10, 11, and that only one partial failure occurred during quarter, namely, February 10, 11.

Jan. 21, 24, 28, 1886.....	Beiber	Failure to arrive.....	.....	$20 10
During January and February, 1886.	Weaverville	Failure to arrive on schedule time (stock insufficient).	$5 00	.....
Jan. 22, 25, 1886.....	Baird	Failure 3 miles both ways	}	
Jan. 27, 1886.....	....do	Failure 9 miles both ways, no excuse, double pro rata.	}	7 76
Feb. 3; Mar. 16, 19, 20, 30, 31, 1886.	Kansas City	Train No. 24 failed to connect with depending mail.	} 53 00	.....
Mar. 12, 17, 20, 1886	....do	Train No. 26 failed to connect with depending mail.		
Jan. 3, 8, 9, 14, 17, 21, 1886	....do	Failure to arrive.....	.....	70 74
Feb. 1, 3, 6, 9, 11, 1886.....	Over the route....	Train No. 1 failure to run R. P. O. cars one way (67.58 miles).		
Feb. 1, 4, 7, 10, 12, 1886.....	....do	Train No. 2 failure to run R. P. O. cars one way (67.58 miles).		
Feb. 4, 8, 12, 16, 20, 24, 1886.....	....do	Train No. 3 failure to run R. P. O. cars one way (67.58 miles).	}	50 91
Feb. 4, 7, 15, 19, 23, 27, 1886	....do	Train No. 4 failure to run R. P. O. cars one way (67.58 miles).		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 28	33026	Concordia to Leonora	Kans	C. B. U. P. R. R. Co	$12,675 02	$17 36
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	33026	do	Kans	do		
	39004	Rincon to El Paso	N. Mex.	A. T. and S. F. R. R	3,310 98	4 53
	39004	do	N. Mex.	do		
	39004	do	N. Mex.	do		
	39005	Deming to El Paso	N. Mex.	C. P. R. R. Co., lessee of Southern Pacific R. R. of New Mexico.	3,792 78	5 19
	39005	do	N. Mex.	do		
	40001	Yuma to Deming	Ariz		64,289 97	
	40001	do	Ariz	do		
	41001	Ogden City to Frisco	Utah	U. C. Rwy. Co	22,345 12	30 60
	41011	Lehi Jun. to Silver City	Utah	S. L. and W. Rwy. Co	2,317 04	3 70
	43004	Walla Walla to Wallula	Wash. T	W. W. and C. R. R. R. Co.	3,156 39	4 32
	43004	do	Wash. T	do		
	43004	do	Wash. T	do		
	43004	do	Wash. T	do		
	43004	do	Wash. T	do		
		MAIL-MESSENGER SERVICE.				
May 29	66102	Churchville to railroad	N. Y	R. Thomas	130 00	
	68102	Yardville to railroad	N. J	S. Hutchinson	50 00	
	81086	Capleville to railroad	Tenn	R. G. Watson	96 00	
	85249	Yountsville to railroad	Ind	B. Troutman	104 00	
	85249	do	Ind	do	104 00	
	108007	Hackberry to railroad	Ariz	J. Howell	240 00	
	114065	Windsor to railroad	Cal	J. V. Williamson	119 00	
		RAILROAD SERVICE.				
	33030	Florence to Ellinwood	Kans	A. T. & S F. Rwy. (one line R. P. O. cars Nov. 29, 1885, to Feb. 27, 1886).	5,410 16	7 41
	33030	do	Kans	do		
	33030	do	Kans	do		
	33030	do	Kans	do	2,467 50	
	33030	do	Kans	do		
	33030	do	Kans	do		
	33030	do	Kans	do		
	33030	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 23, 1886	Concordia	Failure to arrive		
Jan. 2, 4, 22, 26, 1886	....do	Failure to depart		
Jan. 3, 5, 6, 7, 8, 9, 10, 27, 28, 1886.	....do	Failure to arrive and depart		
Jan. 4, 22, 24, 28, 1886	Leonora	Failure to arrive		
Jan. 23, 26, 29, 1886	... do	Failure to depart		
Jan. 3, 5, 6, 7, 8, 9, 10, 11, 17, 25, 27, 1886.	... do	Failure to arrive and depart		
Jan. 4, 1886	Between Downs and Concordia, Kans.	Failure one way (53.34 miles)	.....	$514 44
Jan. 12, 16, 1886	Between Marvin and Leonora.	Failure one way (40.10 miles)		
Jan. 13, 14, 15, 1886	....do	Failure both ways		
Jan. 12, 1886	Between Downs and Leonora.	Failure one way (35.20 miles)		
Jan. 16, 18, 1886	Between Edmond and Leonora.	Failure one way (10.76 miles)		
Jan. 22, 23, 1886	Between Jamestown and Concordia.	Failure one way (11.24 miles)		
Jan. 4, 19, 20, 1886	Rincon	Failure to arrive	.....	18 12
Jan. 3, 18; Mar. 29, 1886	....do	Failure to depart		
Jan. 3; Mar. 29, 1886	El Paso	Failure to arrive		
Jan. 20, 22, 1886	Deming	Failure to depart	.....	12 97
Jan. 21, 29; Mar. 3, 1886	El Paso	Failure to arrive		
Mar. 8, 11, 13, 1886	Lordsburg, N. Mex.	Abandonment of the mail pouch by the company's messenger on the streets.	$100 00	.....
Mar. 13, 1886	.....	Leaving the mail pouch near the railroad track unprotected and unguarded.		
Jan. 16, 1886	Frisco	Failed to arrive and depart	.....	30 60
Mar. 6, 1886	Silver City	Failed to dispatch the mail (wiliful negligence, double pro rata).	.....	3 70
Jan. 27, 1886	Walla Walla	Failure to arrive and depart	.....	19 44
Mar. 6, 1886	....do	Failure to depart		
Mar. 23, 1886	....do	Failure to arrive		
Jan. 27, 28, 1886	Wallula	Failure to arrive and depart		
Mar. 23, 1886	....do	Failure to arrive		
Apr. 28 to May 2, 1886	On the route	Service performed by railroad	.....	1 79
Jan. 1 to Feb. 23, 1886	....do	Service performed by postmaster.	.....	7 50
Jan. 1 to Feb. 28, 1886	....do	No service performed	.....	15 73
In fourth quarter, 1885	....do	Service performed by assistant postmaster.	.....	26 00
In first quarter, 1886	....do	..... do	.....	26 00
Jan. 19 to Mar. 31, 1886	....do	Service performed by railroad agent.	.....	48 00
Jan. 1 to Mar. 20, 1886	....do	No service performed	.....	26 11
Jan. 5, 6, 11; Feb. 12, 1886	Florence	Failed to arrive		
Jan. 15, 22, 1886	....do	Failed to depart		
Jan. 3, 7, 8, 9, 10, 16, 17, 18, 23, 24, 25, 26, 27, 29; Feb. 10, 11, 1886.	....do	Failed to arrive and depart		
Jan. 8, 15, 22, 1886	Ellinwood	Failed to arrive	.....	343 20
Jan. 7, 11, 1886	....do	Failed to depart		
Jan. 9, 10, 16, 17, 18, 23, 24, 25, 26, 27, 29; Feb. 2, 3, 4, 5, 6, 1886.	....do	Failed to arrive and depart		
Jan. 11, 13, 15, 22, 30, 1886	Between McPherson and Ellinwood.	Failed one way (51.27 miles)		
Jan. 12, 14, 19, 20, 21, 28, 1886.	....do	Failed both ways		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886.						
May 29	33030	Florence to Ellinwood	Kans	A. T. & S. F. Rwy. (one line R P.O.cars Nov. 29, 1885, to Feb. 27, 1886).		
	33030	do	Kans	do		
	43008	Walla Walla to Dayton	Wash	O. Rwy. & Nav. Co	$4,001 60	$5 48
	43008	do	Wash	do		
	43008	do	Wash	do		
	43009	Wallula to Missoula	Wash	Nthn. Pacific	66,462 07	91 04
	43010	Booles Junction to Riparia	Wash	O. Rwy. & Nav. Co	1,329 52	1 32
	43010	do	Wash	do		
	44005	Portland to Wallula	Oreg	do	40,221 30	55 09
	44005	do	Oreg	do		
	44005	do	Oreg	do		
	44005	do	Oreg	do		
	45002	Palisade to Eureka	Nev	E. & P. Rwy	5,826 21	
	45003	Battle Mountain to Austin	Nev	Nev. Ctl. Rwy	4,022 77	
		MAIL-MESSENGER SERVICE.				
	69519	Yates to railroad	Pa	J. B. Read	120 00	
		Remissions.				
		STAR SERVICE.				
	19313	Morrison to Viola	Tenn	J. Wooten	200 00	31
		RAILROAD SERVICE.				
	21051	Columbus to Coal Grove	Ohio	S. Valley Rwy	16,365 36	26 14
		RAILROAD SERVICE.				
June 1	45004	Mound House to Keeler	Nev	Carson & Col. R. R. Co.	19,039 14	
	46008	Vallejo Junction to Calistoga	Cal	Cal. Pacific Rwy	3,075 72	
	46013	San Pedro to Los Angeles	Cal	So. Pacific Rwy	1,120 05	1 53
	46014	Goshen to Yuma	Cal	do	54,000 04	
	46014	do	Cal	R. P. O. cars	6,040 50	
		Remission.				
		STAR SERVICE.				
	23510	Earlville to Paw Paw	Ill	E. M. Hardin	180 00	57

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Dec. 31, 1885; Feb. 1, 2, 3, 4, 5, 6, 9, 10, 11, 1886.	Between Florence Station and Ellinwood.	On train No. 1, failed to run railway post-office cars (98.70 miles).	.....	$64 22
Feb. 1, 2, 3, 4, 5, 7, 10, 11, 12, 1886.	....do	On train No. 2, failed to run railway post-office cars (98.70 miles).		
Jan. 27; Mar. 23, 1886.....	Walla Walla.....	Failure to arrive and depart..	.....	43 84
Feb 5; Mar. 6, 1886	....do	Failure to depart		
Jan. 27, 28 29, 30; Mar. 23, 1886.	Dayton	Failure to arrive and depart..		
Mar. 24, 1886.....	Missoula.....	Failure to arrive.....	.....	45 52
Jan. 24, 25, 26, 27, 28, 29, 30, 1886.	.....	Failure round trip	.....	27 30
Mar. 3, 1886.....	.....	Failure half trip.....		
Jan. 22, 23, 24, 25, 26, 27, 1886.	Portland.....	Failure to arrive and depart..	.....	826 35
Jan. 28, 1886	....do	Failure to depart		
Jan. 22, 23, 24, 25, 26, 27, 28, 29, 1886.	Wallula	Failure to arrive and depart..		
Mar. 23, 1886.....	....do	Failure to arrive.....		
First quarter, 1886.....	.....	Only three times a week service performed.	.....	728 27
.....do	.....	.....do	.....	502 84
Jan. 10 to Feb. 21, 1886	On the route.....	Service performed by postmaster.	.....	14 33

Remit $0 82 of the deduction noted in report for April 24, 1886, it having been shown by the certificate of the postmasters at Harlen, Viola, and Verilla, Tenn., that failures on March 30 and 31, 1886, were 2½ miles each way.

Remit 50 of the deduction noted in report for April 22, 1886, it having been shown by a re-examination of the case that the deduction ordered April 22, 1886, should have been $39.21 instead of $39.71.

.....	.....	Failure both ways between Mound House and Hawthorne (100.07 miles) January 24, 25, 26, 27, 28, 1886. Only 3 times a week service performed between Belleville Junction and Keeler (141 miles) during first quarter, 1886.	.....	$1,670 13
.....	.....	Failed both ways between Soscol and Vallejo Junction (13.05 miles) January 20, and both ways over the route January 23, 1886.	.....	10 93
Jan. 19, 1886.....	San Pedro	Failure to arrive and depart..	.....	1 53
.....	.....	Failure both ways between Mojave and Yuma (349.2 miles) January 21, 22, 23, 24, 25, 26, 1886.	.....	392 66
.....	.....	Failed to run R. P. O. cars both ways between Mojave and Los Angeles (100.5 miles) January 19, 20, 21, 22, 23, 24, 25, 26, 1886.	.....	55 06

Remit $1 71 of the deduction noted in report for April 23, 1886, it having been shown by statements of the postmaster at Earlville and Paw Paw, Ill., in reply to interrogatories sent them from this office, that the service was performed March 24, 1886.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
June 2	46017	Los Angeles to Santa Ana.....	Cal	Central Pacific.....	$2,861 73	.....
	46020	Los Angeles to Santa Monico..	Cal ...	L. A. & I. Rwy.....	833 62	$1 33
	46020	.....do	Cal	.....do	.....	.....
	46022	Davisville to Tehama	Cal	Central Pacific Rwy..	6,970 44	.....
	46042	Mojave to Needles.....	Cal ...	A. & Pacific Rwy.....	8,716 67	11 94
		Remissions.				
		STAR SERVICE.				
	134	Lakeside to Smithfield.....	Me.....	B. W. Beedy.....	333 00	53
	33390	Wichita to Hutchinson.....	Kans ..	J. R. Tupper.....	694 00	2 22
	33534	Marion to Elmdale	Kans ..	S. A. Pond	420 00	2 01
		Remissions.				
		STAR SERVICE.				
June 3	20350	Allensville to Keysburgh.....	Ky ...	J. A. Craft.....	196 00	31
		Remissions.				
		STAR SERVICE.				
June 4	38194	Rockwood to Rico.....	Colo ...	G. V. Meserole.....	2,340 00	3 73
		STAR SERVICE.				
June 5	33431	Larned to Sun City	Kans ..	L. Lockert	995 00	4 78
	33431	.....do	Kans ..	.....do	.....	.....
	33431	.....do	Kans ..	.....do	.....	.....
	33431	.....do	Kans ..	.....do	.....	.....
		Remissions.				
		STAR SERVICE.				
	17570	Beulah to Halawaka.....	Ala	H. V. Childress	33 00	.....
	20249	Jamestown to Cumberland City	Ky	J. A. Craft	162 17	77
		STAR SERVICE.				
June 7	11540	Riner to Mira Fork.....	Va.....	J. McCramer.....	194 00	93
	11540	.....do	Va.....	.....do	.....	.....
		RAILROAD SERVICE.				
	15048	Augusta to Gibson	Ga.....	A., G. & S. Rwy.....	2,195 64	3 50
	15048	.....do	Ga	.... do	.....	.....
	15048	.....do	Ga.....	.....do	.....	.....
	21051	Dayton to Ironton	Ohio...	D. & Ironton Rwy	7,232 87	11 55

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 19 to Feb. 2, 1886		No service performed		$119 24
Jan. 19, 1886		Failure round trip		3 99
Jan. 20, 1886		Failure half trip		
		Failed both ways between Davisville and Germantown (81.39 miles) January 21, 1886		13 91
	Mojave	Failed to arrive January 15, 19, March 18, 24, 27, 30, and to depart March 19, 25, 30, 31, 1886.		59 70

Remit $1 85 of the deduction noted in report for April 16, 1886, it having been shown by the inclosed certificate of the late postmaster at Smithfield that service was performed March 3, 4, 5, 6, 1886.

Remit 5 55 of the deduction noted in report for May 3, 1886, it having been shown by certificate of postmasters at terminal points that there were no failures in February and only one trip missed in January, viz, 8, 9.

Remit 1 80 of the deduction noted in report for May 6, 1886, it having been shown by certificate of postmaster at Elk that service was performed on part of route, Elk to Elmdale, 13 miles, January 9.

Remit 62 of the deduction noted in report for May 3, 1886, it having been shown by evidence since received that the carrier performed 2 miles of the service January 9 and about 4 miles February 5, in all 6 miles both ways.

Remit 42 90 of the deduction noted in report for April 16, 1886, it having been shown by a restatement of the case, based upon affidavits of Ferd Eiring, Worden Grigsby, and James Brown, employés, together with one from the postmaster at Rico, Colo., that the deduction should be $65.85 instead of $67.14 (a difference of $1.29); and further, that every possible effort was made to overcome the difficulties of passage through the deep snows in the mountains from January 18 to February 2, 1886, and to push the mails forward.

Jan. 9, 23, 1886	Larned	Failure to arrive		$28 68
Jan 8, 22, 1886	...do	Failure to depart		
Jan. 12, 16, 23; Feb. 2, 1886	Sun City	Failure to arrive		
Jan. 11, 15, 22; Feb. 1, 1886	....do	Failure to depart		

Remit $4 03, the deduction noted in report for May 20, 1886; it having been shown by the certificate of the postmaster at Beulah that service was regularly performed from February 1 to March 16, 1886.

Remit 77 of the deductions noted in report for May 1, 1886; it having been shown by statement of postmaster at Jamestown that he made a mistake in reporting failure February 9, 1886.

Jan. 4, 29; Feb. 7, 1886		Failure on 20 miles		$5 39
Jan. 11, 1886		Failure half trip		
Oct. 15, 16, 17, 19; Dec. 11, 1885; Jan. 27, 1886.	Gibson	Failure to arrive and depart		24 50
Mar. 30, 1886	....do	Failure to depart		
Mar. 31, 1886	...do	Failure to arrive		
Jan. 9, 11, 12; Mar. 31, 1886	Ironton	Failure to arrive and depart		46 20

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of toute.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. June 7	17581	Lincoln to Eureka	Ala	H. V. Childress	$123 00	$0 39
		RAILROAD SERVICE.				
	21042	Cleveland to Cincinnati	Ohio	C., C., C. & I. Rwy	64, 623 32	23 83 88 52
		RAILROAD SERVICE.				
June 8	19002	Bristol to Chattanooga	Tenn	E. T., V. & G. Rwy., R. P. O. cars.	45, 346 33 12, 108 50	62 11
	19002	....do	Tenn	....do		
	19002	....do	Tenn	....do		
		Remissions.				
		STAR SERVICE.				
	13299	Thomasville to Ashborough	N. C	H. N. Woodruff	274 00	1 31
	17221	Jasper to Warrior Station	Ala	I. T. Love	975 00	1 55
	19618	Decaturville to Lego	Tenn	G. C. Brassfield	73 98	71
	19619	Flatwoods to Lego	Tenn	....do	76 98	74
		Remissions.				
		STAR SERVICE.				
June 9	17284	McElderry to Buckeye	Ala	W. F. Hansberger	242 43	1 16
	33271	Alma to Parkersville	Kans	P. Hawes	464 59	2 23
		STEAMBOAT SERVICE.				
	19097	Johnsonville to Waterloo	Tenn	E. O. Hopkins	3, 000 00	14 42
		RAILROAD SERVICE.				
	22002	Indianapolis to Terre Haute	Ind	T. H. & I. Rwy	41, 215 03	2 34 15 19 56 45
	22002	....do	Ind	....do	41, 215 03	15 19 56 45
	35015	Fargo to Le Moure	Dak	F. & S. W. Rwy	9, 909 12	7 84
	38014	Nathrop to Castleton	Colo	D., S. P. & P. Rwy	4, 415 27 1, 731 87	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $9 81 of the deduction noted in report for May 20, 1886, it having been shown by certificate of postmaster at Eureka that service was performed in March, 1886, with the exception of one round trip March 30, 1886.

Remit 59 50, the fine noted in report for Jan. 27, 1886, it having been shown by the affidavits of T. A. Switz, and G. M. Beach, manager of the C., C., C. & I. Rwy Co., that the failures of trains Nos. 1 and 5 to connect with depending mails at Cincinnati Ohio, during October and November, 1885, were due to waiting on delayed trains of L. S. & M. S. Rwy. Co. at Cleveland Ohio, and to other causes beyond the control of the company.

Mar. 31, 1886	Bristol	Failure to arrive	.....	$155 27
Mar. 30, 31, 1886	Chattanooga	Failure to arrive and depart	.....	
.....	.....	Failed to run R. P. O. cars both ways between Knoxville and Chattanooga (111.20 miles) March 30, 31, 1886.	.....	30 46

Remit $1 96 of the deduction noted in report for April 10, 1886, it having been shown that service that should have been performed March 30 and 31, 1886, and for which deduction was made, was fully completed April 1 and 2 without detriment to the service in that month.

Remit 50 00 of the fine noted in report for February 3, 1886, it having been shown by the statement of H. Booth, post-office inspector, that the failure to visit and supply Robbins Cross-Roads was pursuant to his instructions, to prevent the postmaster at that office, who had been arrested for rifling letters, from handling the mails.

Remit 1 97 of the deduction noted in report for April 28, 1886, it having been shown that the failures January 9 and February 13, 1886, were 4 miles each way.

Remit 1 98 of the deduction noted in report for April 28, 1886, it having been shown that the failures of January 9 and February 13, 1886, were 5 miles each way.

Remit 56 62 of the deduction noted in report for May 20, 1886, it having been shown by certificates of the postmasters at McElderry, Kentuck, and Buckeye, that the service was all performed during the quarter, except the following failures, viz: both ways on 7 miles January 11 and 14, and one round trip March 29, 1886.

Remit 2 23 of the deduction noted in report for April 27, 1886, it having been shown by certificates of postmasters at Parkersville and other offices on the route that the half trip reported as lost January 9 was performed on the 11th.

Remit 18 09 of the deduction noted in report for May 3, 1886, it having been shown by the certificate of the postal clerk on route 19097 that the failures were 29 miles each way January 12, 19, 26, and 6¾ miles each way March 31, 1886.

Remit 37 97 of the deduction noted in report for January 11, 1886, it having been shown by the affidavit of Joseph Hill, general superintendent of Terre Haute and Indianapolis Railroad Company, that the failures of train No. 6 to connect with depending mails at Indianapolis, Ind., October 5, 8, 29, 31, and November 16, 1885, were due to obstacles over which the company had no control, and that there was no negligence on the part of the company.

Remit 60 76 of the deduction noted in report for week ended October 10, 1885, it having been shown by the affidavit of Joseph Hill, general superintendent of the Terre Haute and Indianapolis Railroad Company, that the failures at Indianapolis, Ind., of train No. 6 to connect with depending mails July 29, 30, August 28, September 3, 5, 12, 14, 29, 1885, were due to obstacles over which the company had no control, and that there was no negligence on the part of the company.

Remit 741 95 of the deduction noted in report for May 24, 1886, it having been shown upon a re-examination of the case that the total deduction was erroneously stated as $1,028.46, instead of $286.51, the correct amount.

Remit 473 34 of the deduction noted in report for week ended May 9, 1885, it having been shown by the affidavit of G. B. Sheppard, corroborated by E. W. Warfield, superintendent Railway Mail Service, that the service was all performed at Nathrop, Colo., from December 16, 1884, to February 9, 1885, and between Nathrop and Saint Elmo from February 10 to March 31, 1885.

Fines imposed on contractors and deductions from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE—continued.				
1886. June 9	38014	Lathrep to Castleton	Colo	D., S. P. & P. Rwy	$4,415 27 1,731 87	
	45004	Mound House to Keeler	Nev	C. & C. Rwy	19,039 14	
		STAR SERVICE.				
June 10	20172	Hazard to Manchester	Ky	W. O. Davis	459 20 321 44 367 36	
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	po		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
	20172	do	Ky	do		
		RAILROAD SERVICE.				
	10016	Bay View (n. o.) to Canton Docks.	Md	Nthn. Central Rwy	89 77	
		STAR SERVICE.				
June 11	26231	Eden Prairie to Washburn	Minn	E. J. Hamilton	79 00	$0 25
	34240	Niobrara to Creighton	Nebr	H. J. Miller	477 00	76
	45147	San Antonio to Belmont	Nev	H. N. Warren	1,563 95 521 32	5 00
	46258	Merced to Central Point	Cal	I. B. Camphausen	299 00	2 87
	46258	do	Cal			
		RAILROAD SERVICE.				
	21077	Nelsonville to New Straitsville	Ohio	C. H. V. and T. Rwy	852 43	
		Remissions.				
		STAR SERVICE.				
	45175	Palisade to Eureka	Nev	A. G. Sweetsinger	7,000 00	22 43
		RAILROAD SERVICE.				
	8114	Washington to Waynesburgh	Nev	W. and W. Rwy. Co	1,906 58	3 04
		STAR SERVICE.				
June 12	33430	Kinsley to Iuka	Kans	M. A. Thompson	480 00	2 30
	33430	do	Kans	do		
	33430	do	Kans	do		
	33430	do	Kans	do		

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Remit $177 65 of the deduction noted in report for week ended August 8, 1886, it having been shown by the affidavit of G. B. Sheppard, corroborated by the postmaster at Buena Vista, Colo., and E. W. Warfield, superintendent Railway Mail Service, that the service was all performed by closed pouch between Nathrop and Saint Elmo (17.11 miles) from April 1 to June 7, 1885.				
Remit 272 18 of the deduction noted in report for June 1, 1886, it having been shown upon a re-examination of the case that the total deduction was erroneously stated $1,670.13 instead of $1,397.95, the correct amount.				
Jan. 9, 11, 12, 13, 20, 29; Feb. 1, 2, 4, 5, 6, 11, 12, 1886.	Hazard	Failure to arrive and depart		
Mar. 20, 30, 1886	do	Failure to arrive		
Mar. 29, 1886	do	Failure to depart		
Jan. 21, 22, 1886		Failure on 1 mile		
Jan. 28, 1886		Failure on 4 miles		
Feb. 3, 1886		Failure on 6 miles		
Mar. 27, 31, 1886		Failure on 16 miles		
Jan. 9, 11, 12, 13, 20, 29; Feb. 6, 11, 12; Mar. 22, 1886.	Hyden to and from Hazard.	Failure to arrive and depart		
Jan. 9, 11, 12, 13, 14, 15; Feb. 3, 4, 5, 6, 12; Mar. 31, 1886.	Hyden to and from Big Creek.	do		$54 58
Jan. 9, 11, 12, 13, 14, 15; Feb. 3, 4, 5, 6, 11, 12; Mar. 27, 30, 31, 1886.	Big Creek to and from Hyden.	do		
Jan. 9, 11, 12, 13, 14, 15, 28; Feb. 3, 4, 5, 6, 11, 12; Mar. 23, 27, 30, 31, 1886.	Big Creek to and from Manchester.	do		
Jan. 9, 11, 12, 13, 14, 15, 28; Feb. 3, 4, 5, 6, 11, 12; Mar. 23, 27, 30, 31, 1886.	Manchester	do		
Jan. 1 to Feb. 20, 1886	On the route	No service performed		12 71
Apr. 22, 24, 27, 29, 1886		Failure total		2 00
Oct. 1, 1885, to Mar. 31, 1886	Plum Valley	Supplied three times a week only, saving 6 miles travel whenever office was omitted; office is off the stage line and no complaint was made.		26 50
Nov. 20, 21, 1886		Failure round trip		10 00
Jan. 30, 31, 1886		do		11 50
Feb. 6, 7, 1886		do		
Nov. 10 to 29, 1884	On the route	No service performed		46 32
Remit $11 22, the deduction noted in report for April 24, 1886, it having been shown by statement of postmaster at Eureka, dated May 22, 1886, that the mail arrived on time January 31, 1886.				
Remit 18 24, the deduction noted in report for April 30, 1886, it having been shown by the affidavit of E. C. Bowen, superintendent of the Pennsylvania Railroad Company, that the failures of January 9, 11, 12, 13, 1886, were caused by severe storms, followed by high winds and intense cold; that the company made every effort to perform the service, and that the delayed mails were subsequently carried by the company.				
Jan. 6, 23, 30, 1886	Kinsley	Failure to arrive		$12 65
Jan. 5, 22, 1886	do	Failure to depart		
Jan. 5, 22; Feb. 5, 1886	Iuka	Failure to arrive		
Jan. 6, 23; Feb. 6, 1886	do	Failure to depart		

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886. June 12	18021	Memphis to Holly Springs.....	Miss...	M. B. and A. R. R	$2,000 39	$3 19
	38014	Schwander's Station (n. o.) to Castleton.	Colo ...	D. S. P. and P. Rwy ...	4,653 15	.....
		Remission.				
		STAR SERVICE.				
	13543	Statesville to Yadkinsville	N. C ...	James D. Smith.....	470 00	1 50
		STAR SERVICE.				
June 14	34240	Niobrara to Creighton.....	Nebr...	J. B. Miller	487 00	77
		Remissions.				
		STAR SERVICE.				
	13311	Dalton to Dobson.....	N. C ...	H. N. Woodruff.....	337 00	1 08
		RAILROAD SERVICE.				
	2009	Richford to Newport	Vt	S. E. Rwy.....	2,762 38	4 35
	31016	Corpus Christi to Laredo	Tex....	Tex. Mexican Rwy ...	8,574 36	13 69
	31016	Corpus Christi	Tex....	.....do	8,574 36	13 69
		STEAMBOAT SERVICE.				
	43096	Port Townsend to Sitka	Wash..	Charles Goodall	18,102 06	754 25
		STAR SERVICE.				
June 15	8424	Mud Run to Albrightsville	Pa.....	H. A. Kunkel	90 00	.....
	11657	Richmond to railroad station..	Va.....	James Sweeny.....	2,690 00	20
	11657	.....do	Va.....	.....do	.....	.....
	35443	Paul to Hoskins	Dak ...	A. A. Call.....	375 24	3 60

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
.....	Memphis	Failed to connect with depending mails Feb. 11, 12, 25; Mar. 1, 5, 31, 1886.	$9 60	.....
.....	.....	Failed one way between Schwander's and Saint Elmo (20.50 miles), Jan. 19, 20; between Hortense and Saint Elmo (11.3 miles), Jan. 23; between Parlin and Castleton (26.92 miles), Jan. 11, 12, 18, 19; Feb. 1, 2, 12, 13, 16, 17; and both ways between the same points, Jan. 2, 4, 6, 7, 9, 14, 16, 20, 21, 22, 26, 28, 30; Feb. 3, 5, 8, 11, 15, 18, 20, 22, 24, 26; Mar. 1, 3, 5, 8, 10, 11, 12, 15, 17, 19, 22, 24, 26, 29, 31, 1886. No service performed between Saint Elmo and Parlin (36.30 miles) from Jan. 5 to Mar. 31, 1886.	.....	$692 16

Remit $1 18 of the deduction noted in report for April 23, 1886, it having been shown by the certificate of the postmasters at Houstonville and Harmony, N. C., that the carrier failed on 21½ miles each way January 4, 5.

.....	Plum Valley.....	Supplied three times a week only from Oct. 1, 1882, to Sept. 30, 1885; distance saved by omitting office was 6 miles.	.....	$162 33

Remit $0 46 of the deduction noted in report for January 18, 1886, it having been shown by the affidavit of the subcontractor, under the seal of the clerk of Surry County court, North Carolina, that the failures on November 7 and 9, 1885, were 5 miles each way, and on October 29, 1885, was 15 miles each way.

Remit 6 50, the fine noted in report for April 20, 1886, it having been shown that the failures at Richford, Vt., to connect with depending mails February 2, 13; March 2, 1886, were due to waiting on delayed trains of another company, and not to negligence on the part of the Southeastern Railway.

Remit 164 28, the deduction noted in report for week ended October 31, 1885, it having been shown that the failures of July 1, 2, 3, 4, 7, 8, 9, 10, 1885, were caused by washouts, and that the company made every effort to perform the service, and by the statement of Superintendent Warfield, dated June 7, 1886, that all of the delayed mails were subsequently carried by the company.

Remit 260 11, the deduction noted in report for week ended August 1, 1885, it having been shown that the failures of service during April and May, 1885, were caused by unusual rainfalls, which washed out the road-bed, bridges, and culverts, and that the company made every effort to perform the service, and, by the statement of Superintendent Warfield, that all of the delayed mails were subsequently carried by the company.

Remit 25 00 of the fine noted in report for April 20, 1886, it having been shown upon inquiry of the contract office that it would increase distance 60 miles to supply Loring with no additional pay.

July 1 to 31, 1885	.....	Failure to perform service	.....	$7 58
June 2, 1886.....	Richmond	West Point pouch taken to Norfolk boat by carelessness.	$5 00	.....
June 6, 1886.....	....do	Three pouches dropped out of wagon carelessly.		
Jan. 4–5, 1886.....	.....	Failure total	.....	7 20

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remission.				
		RAILROAD SERVICE.				
1886. June 15	28022	East Saint Louis to Kansas City	Mo	C. & A. Rwy.....	$37,051 21	$25 37 50 75
		STAR SERVICE.				
June 16	13311	Dalton to Dobson.....	N. C ...	H. N. Woodruff.....	337 00	1 08
	22437	Mount Zion to Bochmer.....	Ind....	J. B. Colegrove	74 00	23
		RAILROAD SERVICE.				
	18018	Jackson to Yazoo City.....	Miss...	Illinois Central.....	1,974 19	3 15
	23034	Springfield to Gilman.....	Ill	.....do	6,360 78	10 16
		STAR SERVICE.				
June 17	11253	Daniel to Trevilian's.....	Va.....	William O. Harlan....	150 00	48
		Remissions.				
		MAIL-MESSENGER SERVICE.				
	90150	Royalton to railroad station...	Wis ...	J. Read	70 00	11
		RAILROAD SERVICE.				
	21014	Columbus to Cincinnati.....	Ohio...	P. C. & St. L. Rwy, 2 lines R. P. O. 60-foot cars.	40,133 91 12,005 00	54 97 12 82 100 00
	21015	Columbus to Indianapolis.....	Ohio...	C. St. L. & P. Rwy	70,850 60	62 67 51 70 147 74
		MAIL-MESSENGER SERVICE.				
June 19	66063	Bundy's Crossing to railroad station.	N. Y ..	L. McCulloch	74 96	24
	66410	Persia to railroad station	N. Y...	Z. T. Jenks	80 00	.....
	69482	Waymart to railroad station...	Pa.....	C. C. Gunsauls.....	102 00	.....
	69620	Oakville to railroad station	Pa.....	E. S. Manning	59 25	.....
	73086	Port Republic to railroad station.	Va.....	F. Brown	75 00	14
		Remissions.				
		STAR SERVICE.				
	13310	Winston to Rockford..... ..	N. C ...	W. A. Horn.....	407 73	1 30
		RAILROAD SERVICE.				
	21032	Columbus to Pittsburgh.....	Ohio...	P. C. and St. L. Rwy ..	150,415 87	206 04

***their pay, and fines and forfeitures remitted*—Continued.**

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $12 68 of the deduction noted in report for week ended October 31, 1885, it having been shown by the affidavit of T. M. Bates, superintendent of transportation of the Chicago and Alton Railroad Company that the failure of train No. 48 to connect with depending mails at Kansas City, Mo., September 2, 1885, was caused by obstacles over which the company had no control, and that there was no negligence on the part of the company.

Remit 1 19 of the deduction noted in report for January 18, 1886, it having been shown by a revision of the case of January 14, 1886, that the amount of remission should have been $1.65 instead of $0.46.

Remit 6 37, the deduction noted in report for May 20, 1886, it having been shown by register of arrivals and departures received for month of March that the service was performed during that month.

Remit 6 30, the deduction noted in report for May 18, 1886, it having been shown that the failures of March 30, 1886, was caused by landslide, and that the delayed mails were carried by the trains of the company and delivered March 31, 1886.

Remit 10 16, the deduction noted in report for April 7, 1886, it having been shown that the failures of January 22, 23, 1886, were caused by snow-drifts, and that the delayed mails were carried on subsequent trains of the company.

Apr. 6; May 8, 13, 1886		Failure on 8½ miles each		$2 33

Remit $0 22, the deduction noted in report for April 29, 1886, it having been shown by corrected report of postmaster that no failures occurred.

Remit 198 71 of the deduction noted in report for April 20, 1886, it having been shown that the failures at Cincinnati, Ohio, of train No. 5, January 6, 7, 8, 9, 10, 11, 12; February 5, 6, 13; March 3; and No. 7, January 4, 10, 11, 12, 13, 14, 15, 16, 17, 24, 25; February 5, 11, 17, 20, 21, 27; March 2, 3, 22, 1886, to connect with depending mails, were caused by obstacles over which the company had no control, and that there was no negligence on the part of the company.

Remit 697 20 of the deduction noted in report for April 20, 1886, it having been shown that the failures at Indianapolis, Ind., of train No. 1, January 5, 6, 7, 9, 10, 11, 12, 15, 30; February 2, 3, 4, 5, 6, 14, 16, 17, 18, 20, 21, 26, 27; March 3; and No. 7, January 11, 1886, to connect with depending mails, were caused by obstacles over which the company had no control, and that there was no negligence on the part of the company.

Apr. 24; May 17, 1886	On the route	Failure 1 trip each		$0 48
May 2 and 3, 1886	do	Failure to perform service		44
May 15, 1886	do	do		28
June 5 1886	do	do		16
Jan. 5, 1886	do	Failure 1 trip		14

Remit $3 91 in lieu of remission noted in report for June 16, 1886, it having been shown by the revision of the case of June 16, 1886, that the remission granted was erroneous and should have been $3.91 instead of $5 21, by reason of failure of January 15–16.

Remit 267 00 of the fine noted in report for April 21, 1886, it having been shown by the affidavits of S. H. Church, superintendent of transportation of the Pennsylvania Company, that the failures of train No. 2, January 9, 10, 11, 12, 18, 24; March 15; and No. 6, January 9, 10, 11, 1886, to connect with depending mails at Pittsburgh, Pa., were caused by obstacles over which the company had no control, and that there was no negligence on the part of the company.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		RAILROAD SERVICE—continued.				
1886.						
June 19	21095	Buffalo to Chicago.....	Ohio...	L. S. & M. S. Rwy. R. P. O. cars.	$462, 164 40 142, 805 00	$633 10 126 62
	21095	Buffalo toChicago.....	Ohio...	L. S. & M. S. Rwy.....	142, 805 00 462, 164 40	.....
		Remissions.				
		STAR SERVICE.				
June 19	6758	Shirley to North Collins.....	N. Y...	J. A. Colegrove.....	99 00	15
		RAILROAD SERVICE.				
	22001	Indianapolis to Vincennes.....	Ind....	Penna. Co.....	8, 489 84	6 73 13 56
	22007	New Albany to Indianapolis ..	Ind....	.....do.....	17, 648 83	7 35 24 17
	23005	Rock Island to East Saint Louis.	Ill.....	C. B. & O. Rwy..... ..	32, 327 61	51 64
June 21	20377	Manchester to Wallin's Creek..	Ky	Wm. O. Davis.....	189 75	1 82
	20377	.....do.....	Ky	.....do.....	.....	.....
	20377	.....do.....	Ky	.....do.....	.....	.....
		MAIL-MESSENGER SERVICE				
	83258	New Haven to railroad.....	Ohio...	J. Williams.....	96 00	.....
	85063	Edwardsville to railroad.....	Ind....	L. Shirley.....	72 00	11
	92251	Superior to railroad.....	Iowa ..	W. F. Gardner.....	75 00	.....
		RAILROAD SERVICE.				
	25062	Necedah Junction (n. o.) to Necedah.	Wis ...	P. &. W. Rwy.....	694 26	.....
		Remissions.				
		RAILROAD SERVICE.				
	22009	Richmond to Chicago.....	Ind....	C. St. L. & P. Rwy.....	21, 176 29	15 61
	23070	Calion to Gladstone.....	Ill.....	C. B. & O. Rwy.....	4, 627 46	7 39
		STAR SERVICE.				
	13205	Forest City to Spartanburgh...	N. C ...	S. D. Castleman.....	316 00	1 51
	19297	Tollett to Spring City.....	Tenn ..	W. B. Catching.....	198 00	95
	19605	Tollett to Grapevine.....	Tenn ..	..... do.....	49 00	47

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $1,899 25 of the fine noted in report for April 6, 1886, it having been shown by the affidavit of P. P. Wright, general superintendent Lake Shore and Michigan Southern Railroad Company, that the failures to connect with depending mails at Chicago of train No. 1, December 7, 8, 18, 1885; January 21; March 2, 1886; No. 3, November 7, 14, 18; December 14, 19, 1885; January 22; February 5, 17, 20; March 2, 1886; No. 7, December 7, 21, 1885; February 13, 1886; No. 9, December 7, 1885; and at Buffalo, of. No. 2, January 10; No. 4, January 11, 12; No. 8, January 11; No. 14, January 9; February 4, 5, 12, 25, 27; and March 3, 1886, were due to obstacles over which the company had no control, and to no negligence on the part of the employés.

Remit 7 02 of the deduction noted in report for April 6, 1886, it having been shown upon re-examination of the case that the failure to run railway post-office car on train No. 3, November 17, 1885, was one way between Erie and Cleveland (95 miles) and that the service was performed between Buffalo and Erie (88 miles) on that date.

Remit 49 50 of the deduction noted in report for April 22, 1886, the Assistant Attorney-General of the Post-Office Department, having decided under date of June 18, 1886, that the facts in this case do not justify the deduction made April 22, 1886, and advises the remission of the same.

Remit 6 75 of the fine noted in report for April 23, 1886, it having been shown that the failures of train No. 6 to connect with depending mails at Indianapolis, Ind., February 12, and March 9, 1886, were caused by high water and waiting on delayed trains of other roads at Vincennes, Ind., and that there was no negligence on the part of the company.

Remit 3 75 of the fine noted in report for January 22, 1886, it having been shown that the failures of train No. 7 to connect with depending mails at Indianapolis, Ind., July 22, 1885, were due to a washout and heavy rains, and that there was no negligence on the part of the company.

Remit 11 31 of the deduction noted in report for April 11, 1885, week ended. It having been shown that on February 9 and 10, 1885, the company performed 53.78 miles more service one way than it was credited with.

Jan. 28, 1886	Manchester	Failure to arrive and depart	}	$2 84
Jan. 9, 1886	....do	Failure on 5 miles		
Jan. 30, 1886	....do	Failure on 8 miles		
Jan. 1 to 17, 1886	On the route	Service performed by postmaster.	.....	4 53
Apr. 1 to June 9, 1886	....do	Failure 2 trips	.....	22
May 11 to June 7, 1886	....do	No service performed	.....	5 77
May 1 to December 31, 1886	Between Necedah Junction (n. o.) and Denster (740 miles).	.....do	.....	212 16

Remit $15 62 of the fine noted in report for April 24, 1886, it having been shown that the failure of train No. 1 to connect with depending mails at Chicago, Ill., on February 2, 1886, was primarily due to waiting two hours and twenty-three minutes on delayed trains of the Pennsylvania Railway, at Pittsburgh, Pa., and that there was no negligence on the part of the company; and by a re-examination of the report of the postmaster at Chicago that train No. 7 missed no connections on January 11, 1886.

Remit 9 31 of the deduction noted in report for week ended April 11, 1885, it having been shown that there was an aggregate of 94.71 miles more service performed on way February 9, 16, and 17, 1885, than the company was credited with.

Remit 5 00, the deduction noted in report for April 9, 1886, it having been shown that every effort was made to carry the mail through (but was prevented by obstructions over which thecarrier had no control) on the dates for which deductions were made.

Remit 22 85 of the deduction noted in report for May 19, 1886, it having been shown that full service was performed to and from the office at Tollett during the first quarter of 1886, except failure on round trip March 31, 1886.

Remit 6 12, the deduction noted in report for May 19, 1886, it having been shown that service was fully performed to and from the office at Tollett, Tenn., during the first quarter of 1886.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
June 22	25060	Antigo to Malcolm	Wis	M., L. S. & W. Rwy	$575 84	$0 91
	25060	do	Wis	do		
	25060	do	Wis	do		
		Remissions.				
		STAR SERVICE.				
	15299	Macon to Knoxville	Ga	I. Jennings	282 92	1 35
	16132	Perry to Stephensville	Fla	W. L. Argue	890 00	2 85
	33240	Grainfield to Indianola	Fla	B. F. Sibbett	2,800 00	4 46
		RAILROAD SERVICE.				
	22007	New Albany to Indianapolis	Ind	Pa. Rwy Co	17,648 83	24 17 7 35
	22022	Anderson to Benton Harbor	Ind	C., W. & M. Rwy	10,700 90	17 09
	29003	Little Rock to Fort Smith	Ark	L. R. & F. S. Rwy	12,233 70	
	34026	DeWitt to Tobias	Nebr	Nebr. & Colo. Rwy	1,014 88	1 62
		MAIL-MESSENGER SERVICE.				
	96026	Fort Pike to railroad station	La	J. T. Jones	84 00	1 61
	100197	Altory to railroad station	Kans	David Strong	60 00	
		Remissions.				
		STAR SERVICE.				
June 23	14263	Georgetown to Kingtree	S. C	J. F. Logan	888 00	2 84
		RAILROAD SERVICE.				
	15013	Rome to Brunswick	Ga	E. T., V. & G. Rwy	24,160 39	33 09
	23020	Chicago to Cairo	Ill	Illinois Central Rwy	61,006 95	44 99 83 57
	25062	Necedah Junction to Necedah	Wis	P. & W. Rwy	694 26	
		MAIL-MESSENGER SERVICE.				
June 24	66539	Stillville to railroad station	N. Y	C. Phillips	52 00	

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Mar. 31, 1886	Antigo	Failure to depart	.....	$5 91
July 4; Nov. 26, 1885; Feb. 6, 1886.	....do	Failure to arrive and depart		
July 2, 4; Nov. 26, 1885	Malcom	.....do		

Remit $5 40 of the deduction noted in report for May 12, 1886, it having been shown by the affidavit of the carrier and the certificate of the postmaster at Warrior that the failures were caused by high water, which prevented complete performance of the service, and that the failures were not the fault of the contractor or carrier.

Remit 1 57 of the deduction noted in report for April 12, 1886, it having been shown that service was performed to Salem on the 12th of March, and returned on the 13th, a distance of 21 miles and back.

Remit 80 28 of the deduction noted in report for April 27, 1886, it having been shown by affidavits of postmasters at Sheridan and Shibboleth that, with the exception of five days, carriers were continuously on the road, endeavoring to make regular trips, and that all delays and failures were caused by severe snow-storms and snow-drifts.

Remit 14 68 of the fine noted in report for April 24, 1886, it having been shown that the failures of train No. 7 to connect with depending mails at Indianapolis, Ind., January 8, 12, 16, March 17, 1886, were caused by delayed trains of the Louisville and Nashville Railroad Company at Louisville, Ky., and by obstacles over which the company had no control.

Remit 17 00, the fine noted in report for April 26, 1886, it having been shown that the failures to connect with depending mails at Benton Harbor, Mich., January 11, February 6, 1886, were caused by waiting on delayed trains of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company at Anderson, Ind., and that there was no negligence on the part of the company or any of its employés.

Remit 100 00, the fine noted in report for May 14, 1886, it having been shown that the company supposed that it acted in accordance with instructions from this office (letter "J. N. D.," dated December 16, 1885) in refusing to slacken speed of train, and exchange mails with the post-office at Montana, Ark.

Remit 1 07 of the deduction noted in report for week ended April 25, 1885, it having been shown that the company ran its train and carried the mail from DeWitt to Western (15.67 miles) December 31, 1884.

In first quarter, 1886	On the route	Failure of two trips	.....	$3 22
Apr. 11 to May 20, 1886	....do	Failure to perform service	.....	6 58

Remit $17 04, the deduction noted in report for April 24, 1886, it having been shown that a proper effort was made to perform the service January 11 and 12, but because of high water trips could not be completed, and that, March 23, 24, 25, 26, four bridges were torn up on the route for repairs, rendering travel impossible.

Remit 115 75 of the deduction noted in report for week ended October 24, 1885, it having been shown that the failure to connect with depending mails at Brunswick, on August 11, was caused by waiting on delayed trains of the Savannah, Florida and Western Railroad Company at Jesup, Ga., and that there was no negligence on the part of the company, and by the affidavits of J. H. Garner, master of transportation, and B. N. Rice, master of transportation for the East Tennessee, Virginia, and Georgia Railroad Company, that the company ran its trains and performed all the service, except both ways between Jesup and Brunswick (42.65 miles) on September 27, 28, 29, 30, 1885 (an aggregate of 341.20 miles).

Remit 67 50 of the deduction noted in report for week ended January 9, 1886, it having been shown that the failures at Chicago to connect with depending mails of train No. 2, November 3, and No. 4, October 1 and December 10, 1885, were due to waiting on delayed trains of the Vandalia line at Effingham, Ill., and that there was no negligence on the part of the employés of the company.

Remit 97 of the deduction noted in report for June 21, 1886, it having been shown, upon a re-examination of the calculation in the case, that the deduction should be $211.19 instead of $212.16.

June 19, 1886	On the route	Failure to perform service	.....	$0 14

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. June 24	17537	Summerfield to Summerfield ..	Ala....	W. F. Hansberger	$543 00	$1 74
		RAILROAD SERVICE.				
	25023	Madison to Portage	Wis ...	C., M., & St. P. Rwy ..	2,335 71	3 73
	26050	Crookston to Saint Hiliaire....	Minn ..	St. P., M. & M. Rwy ..	859 60	2 74
	34005	Nemaha City to York	Nebr ..	Nebraska Rwy	9,166 54	14 64
		Remissions.				
		STAR SERVICE.				
June 25	29244	Pine Bluff to Plum Bayou.....	Ark ...	S. G. Cabell	388 00	1 86
		RAILROAD SERVICE.				
	25035	Fond du Lac to Iron Ridge Junction.	Wis ...	C., M., & St. P. Rwy ..	1,232 48	1 96
	25047	Wabasha to Eau Claire	Wis ...	.....do	2,119 54	3 36
	26022	Wabasha to Zumbrota.....	Minn ..	.....do	2,583 46	4 12
	26024	Mankato to Wells	Minn ..	.....do	1,730 32	2 76
	34006	Crete to Beatrice.....	Nebr ..	O. & S. W. Rwy.....	2,962 36	4 73
	34011	York to Central City.....	Nebr ..	Rep. Valley Rwy.....	2,801 65	4 47
	34016	Beatrice to Red Cloud	Nebr ..	.....do	15,601 65	24 92
		STAR SERVICE.				
June 26	31912	Hemphill to Akin.....	Tex ...	C. D. Jackson.....	90 00	86
	31925	Riverside to Mount Hope	Tex ...	P. R. Schnebly.....	89 00	85

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delnquency.	DECISION.	
			Fines.	Deductions.

Remit $6 84, the deduction noted in report for May 12, 1886, it having been shown that all the partial failures charged were due to unprecedentedly high waters, rendering the complete performance of the service January 12, 15, and March 30, 31, 1886, practically impossible, though the carrier made every proper effort to complete the trips.

Remit 7 46, the deduction noted in report for May 5, 1886, it having been shown that the failure to perform half trip January 22, 23, 1886, was caused by a snow blockade, hard wind, and extreme cold; that every effort possible was made to perform the service, and that all the delayed mails were carried as soon as it was possible to run the trains.

Remit 2 74, the deduction noted in report for week ended July 25, 1885, it having been shown that the company ran its trains and performed a round trip June 13, 1885, and that the failure to carry the mails was due to the fact that the postmaster at Saint Hiliare failed to have it ready for delivery to the company in time for the departure of the train.

Remit 248 88 of the deduction noted in report for May 7, 1886, it having been shown that the failures at Nemaha City to arrive and depart January 4, 5, 7, 8, 9, 22, 23, and at York to arrive and depart January 4, 5, 6, 7, 8, 9, 11, 22; to arrive January 23, 28, and to depart January 24, 29, 1886, were due to snow blockade, and that the delayed mails were carried by subsequent trains of the company.

Remit 1 86 of the deduction noted in report for May 3, 1886, it having been shown by a corrected register of the arrivals and departnres received from the postmaster at Plum Bayou, since the date of the case, May 3, 1886, that there was an arrival January 19, and a departure January 20.

Remit 3 92, the deduction noted in report for May 5, 1886, it having been shown by the affidavit of L. B. Rock, superintendent of the northern division of the Chicago, Milwaukee, and Saint Paul Railway, that the failures of January 22 and 23, 1886, were caused by snow blockade, hard winds, and extreme cold; that every possible effort was made to perform the service, and that all the delayed mails were carried as soon as it was possible to run the trains.

Remit 6 76, the deduction noted in report for May 5, 1886, it having been shown by the affidavit of J. H. Lakey, superintendent of the Wabasha and Chippewa Valley and Superior Division of the Chicago, Milwaukee, and Saint Paul Railway, that the failure of January 22, 1886, was caused by snow blockade, and unavoidable; and that all of the delayed mails were carried as soon as possible.

Remit 37 08 of the deduction noted in report for May 6, 1886, it having been shown that the mail due to arrive at Zumbrota at 8.30 p. m., January 23, arrived on the 24th, (Sunday) at 12.15 a. m.; that the failure at Wabasha to arrive and depart January 4, 5, 9, 22, and to arrive January 11; and at Zumbrota, to arrive and depart January 4, 9, 22, to arrive January 8, and to depart January 11, 1886, were due to snow blockades, and unavoidable, and that all of the delayed mails were carried as soon as possible.

Remit 27 60 of the deduction noted in report for May 6, 1886, it having been shown that the failures of January 4, 7, 8, 9, 21, 22, 23, 1886, were caused by the extreme cold and stormy weather which blockaded the road; that every possible effort was made to keep the road open, and that all delayed mails were promptly forwarded as soon as it was possible to run the trains.

Remit 33 11 of thededuction noted in report for May 7, 1886, it having been shown that the failures at Crete to arrive and depart January 4, 8, 22, 27, and at Beatrice to arrive and depart January 8, 22, and to depart January 5, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains; and that on January 23, a failure at Crete to arrive was erroneously charged.

Remit 93 87 of the deduction noted in report for May 7, 1886, it having been shown that the failures to arrive and depart at York January 4, 5, 6, 7, 8, 9, 11, 22, to arrive January 12, 16, 24, and to depart January 28, and at Central City to arrive and depart January 4, 5, 6, 7, 8, 9, 11, 12, 22, to depart January 16, 23, 26, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains of the company.

Remit 249 20 of the deduction noted in report for May 8, 1886, it having been shown that the failures at Beatrice to arrive and depart January 4, 22, to arrive January 5, 7, and at Red Cloud to arrive and depart January 4, 5, 6, 7, 8, 9, 22, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains of the company.

April 9, 1886		Failure total		$1 72
April 1 to May 15, 1886		No service performed		11 00

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions.				
		STAR SERVICE.				
1886. June 26	34381	Nebraska City to Brock	Nebr ..	F. S. Smith.....	$240	$1 15
		STEAMBOAT SERVICE.				
	20097	Louisville to Evansville	Ky	William W. Hite.....	10,000 00	15 97
		RAILROAD SERVICE.				
	26044	Mendota to Minneapolis	Minn ..	C. M. and St. P. Rwy.	516 08	70
	34019	Nemaha City to Beatrice.....	Nebr ..	Rep. Valley Rwy.....	3,476 08	5 55
	34026	DeWitt to Tobias.....	Nebr ..	Neb. and Col. Rwy....	1,014 88	1 62
	34030	Kenesaw to Kearney	Nebr ..	B. and Mo. River.....	1,223 88	1 67
	27023	Beulah to Elkader.....	Iowa...	C. M. and St. P. Rwy..	726 32	1 16
	27026	Conover to Decorah.....	Iowa...	.....do	584 87	93
		STAR SERVICE.				
	19599	Scott's Hill to Centre Point....	Iowa...	W. B. Catching	165 00	52
		MAIL-MESSENGER SERVICE.				
June 28	66391	Oriskany to railroad station...	N. Y...	C. St. Smith	1 08	.....
	66012	Alfred to railroad station... ..	N. Y...	J. Shaw	1 32	.....
		RAILROAD SERVICE.				
	8150	Williamsport to Stockdale Junction.	Pa.....	F. B. Coal Co	6,042 11	9 65
	8065	Corning to Antrim.....	Pa.....	.....do	5,276 46	8 42
	35001	Sioux City to Scotland.....	Dak ...	C. M, & St. P. Rwy...	5,717 70	9 13
		MAIL-MESSENGER SERVICE.				
June 29	68079	Malaga to railroad station.....	N. J ...	Edwin Mack	130 00	.....

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.

Remit $4 60, the deduction noted in report for April 30, 1886, it having been shown by certificates of postmasters at Julian, Brock, and Nebraska City, that the failures of January 9, 12, 16, 19, were on 2 miles only, and that carrier was prevented from completing his trips on said dates by snow storms and drifts.

Remit 15 97 of the deduction noted in report for April 7, 1886, it having been shown by affidavits of clerks of steamboats that the failures to connect at Louisville February 19, 23, were caused by wind, fog, and coal and tow boats being in the way and not by any fault of contractor.

Remit 2 80, the deduction noted in report for May 7, 1886, it having been shown that the failures of January 9, 22, 1886, were caused by snow blockades, high winds and extreme cold weather; that every effort was made to perform the service, and that the delayed mails were forwarded to destination at the earliest opportunity.

Remit 166 50 of the deduction noted in report for May 8, 1886, it having been shown that the failures of round trips January 4, 5, 6, 7, 8, 9, 11, 12, 16, 22, 23, 27, 28, 29, and at Beatrice to arrive and depart January 13, 14, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains of the company.

Remit 43 74, the deduction noted in report for May 8, 1886, it having been shown that the failures to arrive and depart January 4, 5, 7, 8, 9, 11, 12, 15, 22, to arrive January 23, 27, 29, and to depart January 21, 26, 28, and at Tobias to arrive and depart January 4, 5, 7, 8, 9, 11, 12, 13, 15, 22, 29, to arrive January 21, 26, 28, and to depart January 23, 27, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains of the company.

Remit 14 19 of the deduction noted in report for May 10, 1886, it having been shown that the failures of round trip January 4, 7, 8, at Kenesaw, to arrive and depart January 9, to arrive January 11, and at Kearney to arrive January 10, and to depart January 5, 1886, were due to snow blockade, and that the delayed mails were carried on subsequent trains of the company.

Remit 4 64, the deduction noted in report for May 6, 1886, it having been shown that the failures of January 4, 9, 1886, were caused by severe snow and sleet storm accompanied by high winds which prostrated and disabled telegraph-wires and blockaded the track, and that the mails thus delayed were forwarded to destination at the earliest opportunity.

Remit 4 65, the deduction noted in report for May 6, 1886, it having been shown that the failures of January 9, 11, 22, 23, 1886, were caused by snow blockade, high winds and extreme cold, that the company made every effort to perform the service, and that the delayed mails were forwarded to destination at the earliest opportunity.

Remit 2 00, the deduction noted in report for April 28, 1886, it having been shown by the certificate of the postmaster at Centre Point, Tenn., that failure to make connections at Centre Point was caused by the failure of mail on route 19,501 to arrive on time.

June 19, 1886	On the route	Failure to perform service		$0 29
do	do	do		36

Remit $28 95, the deduction noted in report for May 1, 1886, it having been shown that the failures of round trip January 5, and half-trip January 6, 1886, were occasioned by land slides, caused by excessive rains; that the company made every effort to perform the service, and that the delayed mails were subsequently carried through and safely delivered.

Remit 4 21 of the deduction noted in report for April 29, 1886, it having been shown that the failure at Corning, N. Y., to arrive January 4, 1886, was occasioned by land slides caused by excessive rains, that the company made every effort to perform the service, and that the delayed mails were subsequently carried through and safely delivered.

Remit 18 26 of the fine ($77.60), and the whole of the deduction ($54.76), noted in report for May 11, 1886, it having been shown by the affidavit of W. J. Underwood, Division Superintendent of the Chicago, Milwaukee and Saint Paul Railway Company, that the failures at Sioux City to connect with depending mails March 27, 29, 30, and 31, were caused by washouts, and that there was no negligence on the part of the company; and that the failures to arrive and depart from Sioux City January 8, March 22, 23, 24, 25, 26, 1886, were caused by snow blockade and washouts, and that the delayed mails were carried through as soon as it was possible to run the trains.

Apr. 23, 24, 1886	On the route	Failure one trip each		$0 20

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini of route.	State.	Contractor's name.	Annual compensation.	Half trip.
		RAILROAD SERVICE.				
1886.						
June 29	15015	Tennille to Wrightsville	Ga	W. & T. R. R	$705 37	$1 12
	15015	do	Ga	do		
	15015	do	Ga	do	705 37	
	I5015	do	Ga	do	289 33	1 12
	16019	Wildwood to Panasoffkee	Fla	F. Rwy. & Nav. Co		46
	16019	do	Fla	do		
	16019	do	Fla	do	289 33	46
	16019	do	Fla	do		
	16019	do	Fla	do		
	46037	National City to San Bernardino	Cal	Cal. Sthn, Rwy	8,141 88	13 00
	46037	do	Cal	do		
	46037	National City to Colton	Cal		7,770 88	
		Remissions.				
		STAR SERVICE.				
	21161	Middletown to Gratis	Ohio	E. Miller	4 95	79
	21171	Perrins Mills to Westborough	Ohio	D. Maher	6 75	1 07
	21270	Decatur to Aberdeen	Ohio	J. R. Tupper	2 23	71
	21283	West Union to Mineral Springs	Ohio	J. McFarland	2 74	87
	21278	Hamersville to Georgetown	Ohio	J. M. Crane	3 15	25
	21294	Piketon to Jasper to Poplar Grove.	Ohio	S. A. Holbaugh	97 20 226 80	15 1 09
	21301	Hillsborough to Tranquility	Ohio	H. C. Wright	2 94	94
	21353	Woodview to Mount Gilead	Ohio	C. W. Underwood	2 30	73
	21394	Thurman to Sand Fork	Ohio	J. R. Tupper	2 48	79
	21402	Bradrick to Greasy Ridge	Ohio	F. Hayes	149 75	72
	21490	Polk to Oberlin	Ohio	J. R. Tupper	7 98	1 27
	31223	Mount Vernon to	Tex	G. D. Jackson	240 08	1 19
		RAILROAD SERVICE.				
June 30	18020	Leland to Arkansas City	Miss	L., N. O. & T. Rwy	1.611 23	2 20
	31050	Somerville to Navasota	Tex	G., C. & S. F. Rwy	1,162 80	1 59
	31050	do	Tex	do		
	33046	El Dorado to Newton	Kans	E., McP. N. & S. E. Rwy.	1 703 54	2 33
	33046	do	Kans	do		
		Remissions.				
		STAR SERVICE.				
	21506	Greysville to Hemlock Grove	Ohio	J. R. Tupper	246 58	79
	21512	Amesville to Wrinkle	Ohio	S. D. Stiles	129 00	62
	1518	McConnellsville to Caldwell	Ohio	J. R. Tupper	619 00	1 98

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
Jan. 9, 1886	Tennille	Failure to arrive and depart		
Jan. 9, 11, 12, 1886	Wrightsville	do	.....	$5 04
Jan. 13, 1886	do	Failure to depart		
May 22, 23, 25, 1885	Tennille	Failure to connect	$1 50	
Dec. 8, 13, 24, 26, 27, 30, 1885	Panasoffkee	Failure to depart		
Dec. 31, 1885	do	Failure to arrive		
Sept. 30, 1885	Wildwood	do	.....	1 61
Oct. 17, 28, Dec. 9, 10, 12, 1885	.....	Failure half-trip		
Dec. 14, 1885	.....	Failure round trip		
Feb. 6, 11, 1884	San Bernardino	Failure to arrive		
Feb. 7, 12, 1884	do	Failure to depart	.....	3 45
Feb. 15, to Dec. 31, 1884	On the route	Failure to perform service	.....	5,515 74

Remit $1 58, the deduction noted in report for April 20, 1886, it having been shown that in consequence of heavy snow drifts it was impossible to perform the trip of January 9, 1886.

Remit 58 00 of the deduction noted in report for April 20, 1886, it having been shown that the failure of February 20, 1886, was only over 15½ miles, instead of 22¼ miles.

Remit 1 42, the deduction noted in report for April 20, 1886, it having been shown that on January 9, 1886, the roads were impassable on account of snow, and that the carrier made every effort to perform the trip.

Remit 2 57 of the deduction noted in report for April 20, 1886, it having been shown that on January 11 the roads were impassable on account of deep snow, and that on March 26 the partial failure was caused by high water.

Remit 1 50 of the deduction noted in report for April 20, 1886, it having been shown that the partial failures of January 9, 11, 12, 13, 1886, were unavoidable and caused by deep snow.

Remit 1 09, the deduction noted in report for April 20, 1886, it having been shown that on January 9, 1886, the larger portion of the trip was performed and that it was impossible on account of deep snow to complete the trip.

Remit 2 82, the deduction noted in report for April 20, 1886, it having been shown that the carrier made an effort to perform the trip of January 9 and 11, 1886, and that he was prevented from doing so by deep snow.

Remit 1 46, the deduction noted in report for April 21, 1886, it having been shown by the certificates of the postmasters at Woodview and Andrews that on January 16, 1886, the carrier actually went over 4 miles of the route and was unable to complete the trip in consequence of the impassable condition of the roads.

Remit 1 56, the deduction noted in report for April 21, 1886, it having been shown that the trip of January 12 was completed on January 13.

Remit 2 16, the deduction noted in report for April 21, 1886, it having been shown that the failure of January 9, and the partial failure of January 12, 1886, were caused by snow drifts, rendering the roads impassable.

Remit 5 69, the amount of the deduction noted in report for April 22, 1886, it having been shown that the roads were in such condition that only one-half the service could be performed over 16 miles of the route on the dates when failures were charged.

Remit 79 of the deduction noted in report for Apr. 24, 1886, it having been shown that the registers from postmaster at Mount Vernon for January incorrectly failed to note the fact that on January 15 the carrier performed one-third of the whole trip and back.

July 3; Nov. 8, 9; Dec. 11, 12, 26, 1885.	.....	Failure half trip	.....	$13 24
Apr. 26 to 30, and May 27 to June 9, 1885.	.....	Failure to perform service	.....	63 87
Oct. 7, 1885	.....	Failure round trip		
Jan. 7, 8, 9, 22; Feb. 2, 3, 4, 1886.	.....	do	.....	37 28
Jan. 10; Feb. 5, 1886	.....	Failure half trip		

Remit $4 04, the deduction noted in report for April 22, 1886, it having been shown that the failures of June and March, 1886, were caused by snow blockade and high water, and that in each the trip was attempted.

Remit 1 24, the deduction noted in report for April 22, 1886, it having been shown that the trip of January 9, 1886, was prevented by snow blockade, and that the carrier made an attempt to perform the trip and proceeded two miles.

Remit 7 92, the deduction noted in report for April 22, 1886, it having been shown that the failures from the 9th to 16th of January, 1886, were caused by snow blockake, and that the carrier made one round trip during that period, which took three days, and made every effort possible to perform service.

Fines imposed on contractors and deductions made from

Date of order.	No. of route.	Termini.	State.	Contractor's name.	Annual compensation.	Half trip.
		Remissions—Continued.				
		STAR SERVICE—continued.				
1886.						
June 30	21522	New Matamoras to Mastertown.	Ohio...	J. R. Tupper.....	$261 83	$0 83
	21541	Dexter City to Summerfield	Ohio...	C. W. Underwood.....	332 50	1 06
	21550	Kimbolton to Coshocton	Ohio...	J. R. Tupper.....	796 00	1 27
	21555	Wheeling to Cadiz	Ohio...	J. Patterson	872 00	1 39
	27230	Redding to Bedford.....	Iowa...	J. A. Craft.....	374 00 748 00	1 19
		RAILROAD SERVICE.				
	8041	Pittsburgh to Oil City.....	Pa.....	A. Valley Rwy	18, 255 09	9 72 29 16
	26032	Reno to Preston.....	Minn ..	C. M. & St. P. Rwy....	2, 517 17	4 02
	27039	Turkey River to West Union..	Iowa...	.....do	2, 728 21	4 35
	27040	Waukon Junction to	Iowa...	.....do	983 25	1 57
	27053	Bellevue to Cascade	Iowa...	.....do	1, 551 40	2 47
	31022	Denison City to.....	Tex....	Mo. Pacific Rwy.....	5, 507 33	7 54
	31022	.....do	Tex....	.....do	5, 507 33	7 54

their pay, and fines and forfeitures remitted—Continued.

Date of delinquency.	Place of delinquency.	Nature of delinquency.	DECISION.	
			Fines.	Deductions.
		Remit $3 32, the deduction noted in report for April 22, 1886, it having been shown that on January 9, 11, 1886, the roads were absolutely impassable on account of drifted snow.		
		Remit 1 69, the deduction noted in report for April 23, 1886, it having been shown that on January 9, 12, 1886, the roads were impassable on account of drifted snow and that the carrier went as far as was possible.		
		Remit 2 54, the deduction noted in report for April 23, 1886, it having been shown that on January 9 to 12, 1886, the roads were impassable by reason of drifted snow.		
		Remit 5 56, the deduction noted in report for April 23, 1886, it having been shown that on January 11, 12, 1886, the roads were impassable on account of drifted snow.		
		Remit 2 38, the deduction noted in report for April 26, 1886, it having been shown that every effort was made by the carrier to perform the service for which deduction has been made, impassible roads being the cause of failure.		
		Remit 10 00, the fine noted in report for January 23, 1886, it having been shown that the failures at Pittsburgh, Pa., of train No. 6 to connect with depending mails November 22 and December 8, 1885, were caused by land-slide, and waiting on delayed trains of the Buffalo, New York, and Philadelphia Railroad Company, at Oil City, Pa., and that there was no negligence on the part of the company.		
		Remit 3 216, the deduction noted in report for May 7, 1886, it having been shown that the failures to January 8, 9, 16, 22, 1886, were due to snow storms and winds which prevented the running of trains, and that the delayed mails were carried to destination by subsequent trains of the company.		
		Remit 8 70, the deduction noted in report for May 7, 1886, it having been shown that the failures of January 22, 23, 1886, were caused by snow storms and extreme cold weather, making the running of trains impossible, and that the delayed mails were carried by subsequent trains of the company.		
		Remit 18 84, the deduction noted in report for May 7, 1886, it having been shown that the failures of January 8, 9, 11, 15, 16, 22, 23, 1886, were caused by snow storms accompanied by strong winds, which drifted the snow and rendered it impossible to run the trains, and that the delayed mails were carried by subsequent trains of the company.		
		Remit 4 94, the deduction noted in report for May 7, 1886, it having been shown that the failure to perform (service) round trip January 22, 1886, was occasioned by extreme cold weather and snow drifts which prevented the running of trains, and that the delayed mails were carried by subsequent trains of the company.		
		Remit 292 00, the deduction noted in report for——		
		Remit 292 00 the fine noted in report for week ended August 1, 1885; it having been shown that the sum $292.00, the amount lost through the carelessness of the company's agent at Pottsboro, Tex., March 5, 1885, has been transmitted to the Department by the father of said agent.		

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 21.

REVENUE TAXES ILLEGALLY COLLECTED.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A schedule of claims for refunding internal-revenue taxes illegally collected, re-examined and certified by the First Comptroller, as required by the deficiency act of August 4, 1886, (24 Stat., pp. 289 and 298).

DECEMBER 9, 1886.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *December* 8, 1886.

SIR: In compliance with the requirement of the deficiency act of August 4, 1886 (24 Stat., pp. 289, 298), that the claims for refunding internal-revenue taxes illegally collected therein excepted, numbered 46050, 47381, and 47413, as reported in House Ex. Doc. No. 70, and 48191, 48281, and 48282 [48242], in House Ex. Doc. No. 225, Forty-ninth Congress, first session, be re-examined by the proper accounting officers of the Treasury and certified anew as to the sums due and to whom due respectively by name as non-resident aliens entitled to refunding of taxes collected prior to July 1, 1883, I have the honor to transmit herewith a schedule of said claims as certified by the First Comptroller.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT—INTERNAL REVENUE.

NOTE.—The claims herein reported, viz, Nos. 46050, 47381, 48191, 48281, 48242, and 47413, are for the amounts illegally collected from the railroad companies named as claimants, being the tax on the interest on the bonds and on the dividends on the stock of said railroad companies that were owned by non-resident aliens. The amounts allowed on the claims are found due to the railroad companies under the decision of the Supreme Court, case of Railroad *v.* Jackson (7 Wallace, 262), and in accordance with the opinion of the Attorney-General in the case of the Illinois Central Railroad Company (15 Opin., 67).

Refunding taxes illegally collected prior to July 1, 1883.

[Estimates for the payment of claims received and examined by the accounting officers of the Treasury Department under section 4 of the act of June 14, 1878, payable from appropriations the balances of which have been exhausted or carried to the surplus fund under section 5 of the act of June 20, 1874, and of claims reported under section 2 of the deficiency act of July 7, 1884. Claims re-examined and certified as provided by act of August 4, 1886 (24 Stat., pp. 289 and 298).]

No. of claim.	Name of railroad company.	Names of non-resident bond-owners.	Fiscal year.	Amounts withheld.
46050	Pittsburgh, Fort Wayne and Chicago Railway Company.	Names of the non-resident alien bond-owners from whom the tax on the interest that accrued on their bonds from October 1, 1862, to March 3, 1866, was withheld by said railway company and paid to the United States:	1872	5,146 41
		Audéoud, Guet & Co	.....	$12 25
		A. Burkli	.....	10 50
		E. Borel	.....	1 75
		E. de Buren	.....	107 80
		Ehinger & Co	.....	4 20
		J. G. Eynard	.....	60 90
		Anna Eynard	.....	94 85
		G. Alfred Eynard	.....	4 20
		Alfred Eynard	.....	81 20
		Charles Eynard	.....	98 00
		G. Fisch	.....	2 62
		Charles Galland	.....	256 02
		G. and L. Guignard	.....	7 00
		Heutsch & Co	.....	50 23
		Louisa Hassler	.....	16 80
		Vondermuhll Hoffmann	.....	31 50
		Hi. Kunkler	.....	57 05
		Lombard, Odier & Co	.....	2,737 68
		Ed. Merian	.....	18 90
		James Mackirdy	.....	12 60
		Marcuard & Co	.....	7 87
		Masson, Chavannes & Co	.....	15 75
		Meyer & Pestalozzi	.....	3 50
		F. Noir	.....	52
		Pestalozzi au Thalhof	.....	355 82
		Paccard & Co	.....	38 85
		Ferd. Rusch	.....	146 12
		Schulthess & Co	.....	65 80
		D. Heussler Thurneysen	.....	25 37
		I. I. Thierry Mieg	.....	2 62
		Vandois Omnium	.....	10 50
		B. de Watteville	.....	807 64
		Total	.....	5,146 41
47381	Pittsburgh, Fort Wayne and Chicago Railway Company.	Names of the non-resident alien bond-owners from whom the tax on the interest that accrued on their bonds from September 1, 1862, to March 9, 1866, was withheld by said railway company and paid to the United States:	1872–'73	7,400 92
		Auerbach & Co	.....	70 88
		Mrs. M. Albrecht	.....	11 55
		A. V. Buschmann	.....	11 20
		F. H. Brauer	.....	9 10
		Baum, Boeddinghaus & Co	.....	15 40
		Dr. Jul. E. Bastian	.....	47 25
		Breest & Gelpcke	.....	70 35
		Mrs. Alex. Bastian	.....	30 62
		Fr. P. von Blumer	.....	32 03
		J. Cæsar & Co	.....	29 57

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident bond-owners.	Fiscal year.	Amounts withheld.
47381	Pittsburgh, Fort Wayne and Chicago Railway Company —Continued.	Names of the non-resident alien bond-owners from whom the tax on the interest that accrued on their bonds from September 1, 1862, to March 9, 1866, was withheld by said railway company and paid to the United States—Continued.	1872–'73	.....
		William Clark	.....	$127 58
		Peter Otto Clauss	.....	117 60
		A. and L. Camphausen	.....	122 85
		Eliza Conybeare	.....	61 42
		Fr. von Diergardt	.....	56 18
		Julius Elkan	.....	111 12
		Ehinger & Co	.....	97 82
		Dr. H. Fickfasi	.....	3 50
		William Fontain	.....	57 40
		Robert Flor	.....	10 85
		Fr. Jul. Grah	.....	5 25
		Mrs. Herm. Hertz	.....	3 50
		Dr. C. Heidfeld (assessor)	.....	38 50
		Hirschfeld & Co	.....	10 15
		Mrs. Georgine Hüpeden	.....	9 45
		Mrs. F. W. Hecker	.....	47 25
		Carl Hecker	.....	171 85
		Iselin & Staehelin	.....	301 40
		Fridr. Jobst	.....	6 13
		Rudolf Kaufman	.....	718 90
		Heinr. Küstner & Co	.....	2,027 52
		Lehm, Oppenheimer & Sohn	.....	9 25
		E. Ludovici	.....	1 75
		R. B. Lohe	.....	3 50
		F. W. Lupking	.....	1 75
		Dr. Ed. Lorent	.....	16 27
		Mrs. M. C. Lueder	.....	9 98
		Lobbecke Gebruder & Co	.....	374 85
		Carl Lueder	.....	8 92
		Dr. H. von Lengerke	.....	68 78
		Marcuard & Co	.....	32 37
		A. W. Mencke	.....	4 55
		Ed. Möller	.....	1 75
		Münchmeyer & Co	.....	89 60
		Lewin B. Mozley, executor estate of Lewin Mozley	.....	237 83
		Christian Münch, jr	.....	105 35
		E. A. Newman	.....	181 30
		Carl Friedrich Niczoldi	.....	33 07
		Heinrich Napp	.....	21 00
		C. F. Nellesson and J. M. Sohn	.....	99 75
		Pfeiffer Gebr	.....	3 85
		Mrs. A. Castendyk	.....	12 25
		Passavant & Co	.....	40 25
		R. Raphael & Sons	.....	149 81
		Reinhard Reinken	.....	44 10
		Emil vom Rath	.....	156 10
		J. D. von Recklenghausen	.....	316 57
		Estate of H. H. Sengstak	.....	165 20
		Frederic Schoeller & Prym	.....	11 38
		F. A. Schumacher	.....	35 00
		Jerome Stehelin	.....	17 50
		Adolph Sturcke	.....	5 25
		J. C. Sengenwald	.....	38 50
		St. Lurman & Sohn	.....	121 10
		J. Schultze and Wolde	.....	6 12
		Johann Heinrich Stein	.....	113 40
		Dr. William Steel	.....	58 63
		W. H. Thomsen	.....	8 93
		Emil Traub	.....	23 62
		Thomas Taylor	.....	61 43
		Ed. L. Ungewitter	.....	14 52
		Robert Nellenberg	.....	122 85
		A. F. Vogel	.....	96 60
		G. W. Wicke	.....	3 50
		Severns Zeigler	.....	38 67
		Total		7,400 92

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident bond-owners.	Fiscal year.	Amounts withheld.
48191	Pittsburgh, Fort Wayne and Chicago Railway Company.	Names of the non-resident alien bond owners from whom the tax on the interest that accrued on their bonds from October 1, 1862, to March 3, 1866, was withheld by said railway company and paid to the United States:	1872	$2,089 69
		J. F. Berger	.....	187 80
		C. A. Canoy	.....	45 85
		Seb. De Neufville	.....	217 55
		F. Eckhardt	.....	15 25
		H. Gerhters Erben	.....	17 52
		C. Schulthess Erben	.....	3 50
		Dr. Funke	.....	40 60
		Herm. Gladitsch	.....	134 77
		H. Gechter	.....	7 88
		Hammer & Schmidt	.....	48 86
		J. M. Jacobson	.....	6 83
		Louis Leuckart	.....	231 35
		S. Mattersdorff	.....	214 02
		H. C. Plant	.....	1 05
		Pfeiffer Gebruder	.....	16 45
		Hamann Plock	.....	1 05
		Robert & Co	.....	17 50
		August Siebert	.....	190 06
		H. W. Schubert	.....	179 92
		A. Schwenker	.....	16 80
		M. Sonneberg	.....	12 95
		G. A. Schwenker	.....	69 65
		V. Schlotter	.....	60 39
		Société de Crédit	.....	3 50
		W. P. Schaffer	.....	1 75
		Robert Thode & Co	.....	11 55
		Vernes & Co	.....	96 94
		Carl Voight	.....	54 60
		J. J. Weiller Sohne	.....	1 05
		Fr. Leuckart Sohne	.....	182 70
		Total	.....	2,089 69
48281	Pittsburgh, Fort Wayne and Chicago Railway Company.	Names of the non-resident alien bond owners from whom the tax on the interest that accrued on their bonds from September 1, 1862, to March 9, 1866, was withheld by said railway company and paid to the United States:	1872–'73	796 20
		Franz Abbes	.....	3 50
		H. Alexander	.....	7 70
		Banque de crédit et de dépôt des pays	.....	9 63
		Bank für Handel and Industrie	.....	3 85
		Frederick Baltzer	.....	4 20
		G. Vom Baur	.....	3 15
		Jacob von Beckerath	.....	6 30
		Jonas Cahn	.....	81 91
		F. E. Fuld & Co	.....	29 75
		De. Fleck & Schener	.....	138 62
		B. H. Goldschmidt	.....	6 30
		Goldschmidt & Co	.....	10 50
		M. Gans	.....	35 00
		L. A. Hahn	.....	8 75
		Dr. Hepp	.....	7 35
		H. L. Hohenemser & Sohne	.....	54 45
		Berlin Hymans	.....	3 50
		Franz Langenberger	.....	23 11
		Carl F. Plump & Co	.....	70 87
		Providentia Ins. Co	.....	4 72
		Reiss Gebruder	.....	50 05
		Gebruder vom Rath	.....	43 75
		L. Von Steiger & Co	.....	27 30
		Dr. H. Schaaffhausen	.....	17 50
		A. Schaaffhausen	.....	37 80
		Schuster Gebruder	.....	37 80
		Specken & Weyermann	.....	23 63
		P. Schürmann & Schröder	.....	28 35
		J. T. C. Vles	.....	16 86
		Total	.....	796 20

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident bond-owners.	Fiscal year.	Amounts withheld.
48242	**Pennsylvania Railroad Company.**	Names of the non-resident alien bond-owners from whom the tax on the interest that accrued on their bonds from October 1, 1862, to March 10, 1866, was withheld by said railroad company and paid to the United States:	1872-'73	$4,852 80
		Richard Atkinson	.....	40 50
		Charles Bugnion	.....	3 00
		Banque de credit et de depot	.....	237 60
		William W. Borski	.....	162 00
		Executors of Thomas Boys	.....	191 40
		Baring Brothers & Co	.....	45 00
		E. de Buren	.....	18 90
		T. Charlton Henry, administrator estate of José A. Bell.	.....	81 00
		Charles Carrard & Co	.....	24 30
		Fr. Von Diergardt	.....	126 00
		Julius Elkan	.....	7 20
		F. F. Eiffe	.....	4 50
		Ehinger & Co	.....	47 70
		F. E. Fuld & Co	.....	3 00
		Charles Galland	.....	56 70
		Madame A. L. Guebhard	.....	8 10
		Heutsch & Co	.....	129 60
		Edwin Hill	.....	40 50
		H. L. Hohenemser & Sons	.....	33 00
		Berlin Hyman	.....	1 50
		L. A. Hahn	.....	21 00
		Iselin & Staehelin	.....	72 90
		J. M. Jacobson	.....	6 00
		J. L. Janvien & C. W. Robin	.....	121 50
		Heinr. Küstner & Co	.....	9 90
		Rudolf Kaufman	.....	9 00
		Henri Kunkler	.....	28 80
		J. H. Kerr	.....	64 80
		E. Carayon La Tour	.....	81 00
		Lombard, Odier & Co	.....	201 00
		G. Müller & Co	.....	12 00
		H. H. Meier & Co	.....	5 40
		William Mackenzie	.....	33 00
		Henry Bingham Mildmay	.....	202 50
		Countess Nadaillac	.....	97 20
		E. A. Newman	.....	242 70
		Oldenburg Spar & Leih Bank	.....	12 00
		Sir Thomas Erskine Perry	.....	324 00
		Pestallozzi au Thalhof	.....	50 10
		R. Raphael & Sons	.....	1,958 40
		C. Schulthess & Co	.....	3 30
		L. Von Steiger & Co	.....	6 00
		Abraham F. Vogel	.....	6 30
		J. F. C. Vles	.....	14 40
		George Henry White	.....	8 10
		Total	.....	4,852 80
47413	**New York Central and Hudson River Railroad Company. (*)**	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States:	1873	9,275 82
		James Allan, trustee	.....	30 30
		Edward Henry Abney	.....	1 80
		George Abbott	.....	2 10
		Abegg Arter	.....	1 50
		Hon. Mather Byles Almon	.....	45 75
		John A. Abry, in trust	.....	22 50
		Margaret Barclay	.....	3 03
		Barclay & Livingston, in trust	.....	45 45
		Robert Baker	.....	10 10
		William Baker	.....	10 10
		.....do	.....	4 20
		Philip Edward Blakeway	.....	80 85
		.....do	.....	22 05

*** The said railroad company paid to the United States as tax on the dividends on stock owned by non-resident aliens $19,465.48, for which it claims the refund, as being illegally collected.**

The Commissioner of Internal Revenue ascertained the amount of tax legally due on that portion of the dividends declared from February 20, 1863, to February 20, 1866, that accrued on the stock that was owned by citizens of the United States and resident aliens. The amount so found was deducted from the entire amount paid by the railroad company as tax on their entire dividends for said period, and the remainder, viz, $9,275.82, was allowed to the railroad company, as so much paid in excess of the amount legally due from it.

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		Frederick Blandy and others, trustees	.....	$10 10
		David Barry	.....	30 30
		Benjamin Brayshaw	.....	40 40
		Henry John Barrett	.....	10 80
		Richard Bridgeman Barrow	.....	10 50
		Robert Barrett	.....	4 20
		Thomas Barnes	.....	4 20
		Valentine Beadon, major of Royal Marines	.....	11 34
		Mary Bennett	.....	10 50
		Jules Benedict	.....	31 50
		Robert Berney	.....	256 81
		Esther Mary Benson	.....	20 20
		Ernst. Berthond	.....	12 12
		L. B. Binsse, in trust	.....	25 25
		Lieut. Col. Hylton Briscoe	.....	42 00
		Henry Bock	.....	4 20
		Henry Bodmer	.....	70 70
		Daniel Brooke	.....	11 11
		F. Borel, guardian	.....	10 10
		Boissevain Bros	.....	80 80
		Boorman, Johnson & Co., trustees for Blandy and others.	.....	50 50
		William Booth	.....	1 47
		Archibald Boyd	.....	5 25
		Edgar Alfred Bowring	.....	80 80
		Maria Lewen Bowring	.....	20 20
		Edward Byrne	.....	25 25
		R. G. Buckston, executor	.....	30 30
		Emily Buxton	.....	2 10
		Joseph Buxton	.....	2 10
		Mary Clark and others, executors	.....	50 50
		Benjamin Craven	.....	101 00
		James Campbell	.....	50 50
		John Joseph Clarke	.....	2 10
		Nicholas Carter	.....	5 25
		Cassell, Petter & Galpin	.....	3 15
		Charles Carpenter	.....	36 36
		Louisa Caermarthen, Dowager Duchess of Leeds.	.....	126 31
		A. & L. Camphausen	.....	19 50
		Samuel Carson	.....	9 00
		J. & T. Caverhill	.....	90 00
		Hon. Charles S. Clements	.....	75 75
		Ellen Charnock	.....	5 05
		Charles Champion	.....	2 10
		Louisa Catherine, Duchess of Leeds	.....	11 10
		Robert Chadwick	.....	10 50
		Francis Clegg	.....	1 05
		Ann Cheslyn	.....	10 64
		Richard Crosher	.....	1 05
		David Barclay Chapman	.....	188 55
		Thomas Corbin	.....	1 05
		Arthur Bott Cook	.....	101 00
		Edward Cropper	.....	392 89
		Richard B. Cozzins	.....	50 59
		Mary Comer	.....	5 05
		William Henry Cuthbert	.....	2 10
		Courvoiser & Co	.....	1 05
		Matthew Cuthbert	.....	2 10
		Jonathan Cordukes	.....	31 50
		G. Courvoiser & Co., in trust	.....	14 05
		Robert Cunningham	.....	32 50
		Sir Patrick Colquohoun	.....	13 50
		William Cunard	.....	90
		Richard B. Cossins	.....	1 65
		John J. Davis	.....	35 50
		John Davis	.....	27 93
		Maurice Davis	.....	1 26
		Maurice D. Daly	.....	1 05
		Gustave B. Demeaux	.....	14 14
		Ashur Delessert	.....	7 20
		Valentine Demurault	.....	4 20
		Edward D. Dennis	.....	1 05
		Sebastian De Neufville	.....	25 00

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		Minna De Lallemand	.....	$6 50
		Philip Smith Dorlon	.....	4 20
		Sir Charles Douglass	.....	16 92
		Julie Marie Du Bois	.....	2 10
		J. Watson Dunlop	.....	2 55
		John Frederick Thomas Dobree	.....	1 20
		Duncan, Sherman & Co., in trust for C. M. Barston.	.....	1 05
		Samuel Harrison Evans	.....	4 20
		William Evans	.....	10 10
		Eliza Evans	.....	63
		David P. Evans	.....	5 25
		John H. Evans	.....	2 62
		Robert Eaton and J. H. Bolton, executors	.....	11 97
		Edward Ellice	.....	8 80
		Thomas F. Ewing	.....	3 25
		Frederick William Favre	.....	30 30
		Gustave De Franquelot	.....	26 26
		James Farquhar	.....	25 25
		Morton John Edward Frewen	.....	80 80
		John Finnie	.....	10 50
		Ambrose Ford	.....	30 30
		Anne Fry	.....	5 05
		Bernhard Conrad Frey	.....	10 10
		Henry Fowler	.....	17 64
		James Flowers	.....	14 70
		Emily C. Forbes	.....	15 00
		William Foster	.....	60 00
		Thomas B. Fuller	.....	45
		Martha Foley	.....	3 57
		John Fornie	.....	1 89
		J. E. J. Fouche	.....	12 32
		Susan G. Gaston	.....	2 52
		John Glaisby	.....	8 52
		Manuel Garcia	.....	15 15
		Thomas Garnett	.....	9 00
		Right Honorable Allan Legge Gardner	.....	6 75
		Thomas Greenwood	.....	1 80
		Edward Gribben	.....	15 30
		Thomas John Gisborne	.....	70 70
		Rev. James Gisborne	.....	45 45
		Walter J. Gisborne	.....	5 25
		Gowan & Marx	.....	4 16
		John Goodwin	.....	61 65
		John Goodwin and S. Grisley, trustees	.....	17 04
		Francis G. Goodwin	.....	6 30
		Ferdinand Goupil	.....	40 40
		Honorine Goupil	.....	40 40
		Maj. William Fletcher Gordon	.....	5 25
		Col. Michie Forbes Gordon	.....	61 50
		Thomas Hall	.....	2 94
		Joseph Hall	.....	7 35
		Capt. Henry Hall	.....	25 25
		Robert Hannah	.....	50 50
		Edward Hardcastle	.....	6 72
		Elizabeth A. Hardcastle	.....	25 25
		John Hargreaves	.....	10 50
		Notar J. Harmin	.....	3 78
		Edgar Vernon Harcourt	.....	163 62
		Robert & Sally Hay	.....	101 00
		Thomas Hays	.....	4 73
		George H. Hayward	.....	5 05
		Alice Hampson	.....	3 15
		Elizabeth Hampson	.....	3 15
		Sarah Hextall	.....	3 60
		George Hextall	.....	2 10
		Emma Hextall, administratrix	.....	7 35
		John Heron	.....	21 00
		Heseltine & Powell	.....	70 00
		Robert Henderson	.....	15 75
		Mrs. Averic S. Heincken	.....	22 50
		James Heron	.....	30 00
		Richard Henry Hilditch	.....	87 87

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		James Hilditch	.....	$93 13
		R. H. and J. Hilditch, executors	.....	42 42
		William Hinton	.....	49 49
		George Hibbert	.....	35 40
		John Maxwell Hilles	.....	15 00
		William Hope	.....	7 77
		Rev. Richard Meller Hope	.....	13 12
		Thomas Holloway	.....	171 70
		Jonathan Hunt	.....	10 10
		Thomas Huggins	.....	10 50
		John Hudson	.....	20 20
		W. B. Huggins & Co	.....	9 75
		George Hyde	.....	71 50
		Benjamin Ingham	.....	4,268 26
		James Ingham	.....	1 05
		George Ingonville	.....	2 10
		David Ingham	.....	1 05
		Benjamin Ingham	.....	32 50
		Benjamin Ingham and J. Whitaker, executors	.....	222 00
		M. F. Jardine	.....	12 12
		Rev. Charles Jameson	.....	10 50
		Joseph Jackson	.....	4 62
		Washington Jackson, jr	.....	122 80
		Adolphe Japy	.....	1 50
		D. J. Joffe	.....	1 50
		Capt. Thomas Johns	.....	10 92
		Thomas P. Jose	.....	10 50
		Mary Cynthia Jones	.....	146 45
		Horatio Jones, executor	.....	1 26
		William Bonce Jones	.....	3 90
		William Johnson	.....	1 68
		Edward Johnson	.....	36 40
		Mary and Edward Johnson, executors	.....	9 75
		Mary Johnson and others, executors	.....	19 50
		Charles Joly	.....	32 50
		Washington Jackson	.....	401 95
		Sarah Kaye	.....	10 10
		John Kay	.....	5 25
		John Kerr, jr	.....	54 05
		James Kemp	.....	101 00
		Gouverneur Kemble, in trust for Rt. Hon. Henry Visconnt Gage.	.....	58 58
		Julie Fredericke Knuth	.....	20 00
		Comptesse Charlotte Knuth	.....	5 25
		Joseph King	.....	10 50
		Catherine Keogh, executrix	.....	30 30
		William Lassell	.....	50 50
		C. M. Lampson & Co	.....	2 10
		Edward R. Langworthy	.....	42 00
		Walter Laurie	.....	71 71
		George and James Laurie	.....	61 53
		James Laurie, in trust	.....	7 07
		George and John Laurie	.....	234 40
		Henry Landis	.....	7 50
		Henry Leak	.....	10 10
		Roberto Leal	.....	16 16
		Robert Stewart Lepper	.....	156 55
		Charles William Lepper	.....	27 75
		John Henry Lee	.....	42 00
		E. Lentilhon, in trust	.....	13 13
		Gustavus Lightbourne	.....	175 00
		Cornelia Lightbourne	.....	3 25
		Lombard, Odier & Co	.....	6 30
		William Longsdon	.....	60 60
		George Gottleib Lowenfeld	.....	15 45
		John O. Luxford	.....	168 67
		Marion Luxford	.....	16 16
		Lydia M. Luxford	.....	54 54
		Bernard Lucas	.....	6 30
		Charles Lyall	.....	18 50
		John Howard March	.....	105 00
		W. O. Markham	.....	21 00
		Joseph Bostock Massey	.....	17 37

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		Isaac Massey	.....	$5 04
		William Henry Martin	.....	10 50
		William Mande and others, executors	.....	22 22
		John Darke Martyn	.....	4 04
		Edward Gilling Maynard	.....	4 68
		Maitland, Phelps & Co., in trust for—		
		S. Piccioni	.....	9 00
		Creighton & Cogswell	.....	38 70
		J. Morrison, jr	.....	4 50
		British Bank of Guiana	.....	90 00
		Hugh Mackay Matheson	.....	360 00
		Mrs. Mary Mackintosh	.....	12 30
		J. J. Bacofer Merian	.....	20 20
		J. J. B. Merian, in trust	.....	3 15
		Hon. A. L. Melville	.....	151 50
		William McCarr	.....	60 60
		John McCreath	.....	28 28
		J. E. McConnell	.....	50 50
		Archibald McClymant	.....	6 30
		Michael McNamara	.....	22 75
		Charles McGarel	.....	68 85
		Francis Moran	.....	65 50
		David Morrin	.....	148 00
		Edward Morris	.....	10 10
		George Morrison	.....	12 60
		James Laird Morrison	.....	6 30
		J. C. A. Morlot	.....	40 40
		Junius S. Morgan	.....	65 00
		National Bank of Scotland	.....	258 00
		Capt. James Sadler Naylor	.....	104 25
		Ralph Neild	.....	10 10
		Horatio Nelson	.....	47 47
		Samuel Nicholson	.....	10 50
		Nothenias & De Haan	.....	30 00
		William Henry Nunn	.....	40 40
		Wilhelmina Maria Oppenheim	.....	40 00
		J. W. Maria Oppenheim	.....	10 50
		Abm. Follett Osler	.....	10 50
		Thomas Clarkson Osler	.....	5 26
		Georgiana Mowbray Parks	.....	7 04
		Wilhelmina Parr	.....	38 90
		Louis Parnell	.....	5 25
		Edward A. Paget	.....	68 25
		Charles Paget	.....	20 47
		.....do	.....	7 88
		Admiral John Pakenham	.....	6 30
		Lewis Parnell	.....	2 63
		Joshua Paterson	.....	21 00
		James Paterson	.....	6 06
		George Paterson and A. Crichton, executors	.....	37 37
		L. I. A. Papineau	.....	31 80
		Lewis Payen	.....	21 00
		Thomas Paton	.....	132 50
		John Parker	.....	3 15
		Adam Pearson	.....	2 10
		Henry E. Pellen	.....	50 50
		Maria R. Pedley	.....	35 75
		William Burton Penfold	.....	30 30
		William Pike	.....	25 25
		John Beard Pike	.....	23 23
		Georgiana E. Pidcock	.....	5 05
		John Hyde Pidcock	.....	15 15
		Antonio Piccoini	.....	30 75
		Ode Beauvoir Priaulx	.....	7 35
		Thomas Priest	.....	2 73
		G. E. and G. M. Postlethwaite	.....	5 25
		John Pye	.....	4 20
		Henry Ranke	.....	10 50
		Thomas Somerville Reeves	.....	50 50
		William R. Redwood	.....	50 50
		Henry Revell Reynolds	.....	52 52
		Robert Andrew Riddell	.....	126 00
		Samuel Oakes Ridley	.....	50 50

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		William Ritchie	.....	$5 05
		George T. Richards	.....	9 00
		Philip Roget and fils	.....	8 40
		James H. Robin	.....	2 10
		Hermann H. Rohtbar	.....	4 50
		John Rumpf	.....	9 00
		Ferdinand Rusch	.....	7 50
		Charles J. A. Rumbold	.....	3 00
		Thomas Cropper Ryley	.....	45 00
		John Sanderson	.....	5 05
		Luis Ysac Santa Maria	.....	52 00
		Thomas Service	.....	10 10
		Augusta M. Selden	.....	76 02
		J. E. Poisson Seguin	.....	13 50
		José Sevilla	.....	15 00
		Rev. Thomas Sing	.....	25 25
		Mary L. Simpson	.....	19 19
		Leopold Schoeller & Son	.....	5 25
		Jean Schlumberger	.....	154 25
		Nicolas Schlumberger, père	.....	45 25
		Nicolas Schlumberger, fils	.....	13 05
		N. Schlumberger & Co	.....	67 80
		Edward Schreiber	.....	2 25
		William Shepherd	.....	5 25
		John Shuttleworth	.....	5 25
		Archibald Slate	.....	126 25
		German Slater	.....	42
		Thomas Smith	.....	152 50
		Joseph Smith	.....	4 20
		Emma Jane Smith	.....	60 60
		Benjamin John Smith	.....	12 60
		John B. Smith	.....	345 00
		J. B., Thomas, and Joseph Smith	.....	5 25
		J. B., Thomas, and Joseph Smith, trustees	.....	3 15
		Thomas and Joseph Smith	.....	5 25
		Joseph Smith, Jones & Phillips	.....	13 52
		Smith, Jones & Phillips	.....	5 56
		Joseph Smith, E. Jones, and H. Phillips	.....	34 45
		Joseph Smith and E. Hardcastle	.....	5 25
		Junius Smith	.....	387 84
		Frederick Chatfield Smith	.....	36 45
		Rowland Smith	.....	8 55
		Abel Smith	.....	76 50
		Edward Smithers	.....	10 10
		Sparke, Morton, and others	.....	62 62
		James Stanford	.....	101 00
		Charles Tudor Stewart	.....	70 70
		Edward C. Sterling	.....	5 25
		George Stoddard	.....	28 77
		George Stokes	.....	44 44
		Stiebel Bros	.....	120 00
		Thomas and George Sturge	.....	185 40
		Robert Steen	.....	6 75
		Speyer Bros	.....	52
		Barthold Suermondt	.....	8 40
		Charles Swainson	.....	12 60
		John Syz & Co., in trust	.....	235 00
		John Syz	.....	45 75
		William Taylor	.....	60 60
		Sarah Taylor	.....	10 10
		Sigismund Thalberg	.....	25 25
		Thomas Thomasson	.....	49 35
		William Thovez	.....	19 08
		Elizabeth Thovez	.....	8 40
		Robert Tindall	.....	66 60
		Charles James Tindall	.....	5 25
		John Topham	.....	50 50
		F. Trevithick	.....	64 64
		Henry Tudor & Son	.....	40 00
		Henry Tunaley	.....	4 20
		Frances Ann Utterton and others	.....	50 50
		Mary E. C. Van Horne	.....	101 00
		Aymar Verdier	.....	15 15

Refunding taxes illegally collected prior to July 1, 1883—Continued.

No. of claim.	Name of railroad company.	Names of non-resident stock-owners.	Fiscal year.	Amounts withheld.
47413	New York Central and Hudson River Railroad Company—Continued.	Names of the non-resident alien stock-owners from whom the said railroad company retained the amount set opposite their respective names as tax on the dividends on their stock declared from February 20, 1863, to February 20, 1866, and paid the same to the United States—Continued.	1873	
		Frederick Verbeke	.....	$22 50
		J. A. Voisin, jr	.....	32 32
		Samuel Von Haber	.....	4 20
		L. Von Hoffmann & Co., in trust	.....	8 60
		.....do	.....	10 50
		Von der Muhl Freres	.....	3 47
		H. Merian Von der Muhl	.....	21 40
		Robert Vyner	.....	442 38
		Henry Ward	.....	6 30
		Rev. Gilbert J. Wallas	.....	3 57
		George Walton	.....	2 41
		Charles M. Welstead	.....	9 45
		Eleanor Webber	.....	10 50
		Weston, Dortic & Co., in trust	.....	16 16
		Hensleigh Wedgewood	.....	19 80
		William Wills	.....	6 06
		Alfred, William R., and Arthur Wills, executors	.....	6 83
		Wiese Bros	.....	7 35
		Lydia Wilkinson	.....	42
		John Williams	.....	15 15
		Wilson, Benson, and others	.....	21 00
		Jane Remington Wilson	.....	17 17
		Fuller M. Wilson and others	.....	80 00
		H. F. Williams	.....	2 25
		William R. Wills and others, executors	.....	26 24
		Frederick A. Wiggins	.....	13 00
		T. Wiggin & Co	.....	30 00
		Wirz & Co	.....	7 50
		James Wheeler	.....	5 25
		Lucy Wheldell	.....	1 68
		Thomas Harvey White	.....	3 15
		William Thomas White	.....	5 05
		Joseph Whittaker	.....	32 50
		Wolf Gebruder	.....	21 21
		James Marke Wood	.....	21 00
		Robert Workman and others, executors	.....	156 00
		Robert and William Workman	.....	112 00
		John Workman	.....	7 50
		Robert Workman	.....	15 00
		Edward Yates	.....	75 75
			.....	19,465 48
		Amount of underpayment of tax on the dividends on the stock owned by citizens of the United States and resident aliens	.....	10,189 66
		Balance	.....	9,275 82

BSB Bayerische StaatsBibliothek
MDZ Münchener DigitalisierungsZentrum Digitale Bibliothek

House documents

Bd.: [386.] 1886/87, Vol. 18 = Congress 49, Sess. 2

Washington, DC 1887
Am.b. 3040-386,18
urn:nbn:de:bvb:12-bsb11548217-0